

# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4200 VOL CLV

SATURDAY, OCTOBER 18, 1919.

ONE SHILLING.

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THE EX-KAISER BEARDED: A REMARKABLE UNTOUCHED PHOTOGRAPH OF THE EX-GERMAN EMPEROR  
IN THE GROUNDS OF AMERONGEN CASTLE.

As is noted on another page, this photograph and the others dealing with the same subject are by a Dutch Press photographer, who, disguised as a farmer, took the snapshots from the top of a load of hay on a hay-cart, being enabled by his high position to photograph over the castle wall. It will be seen that the Kaiser has grown a beard.

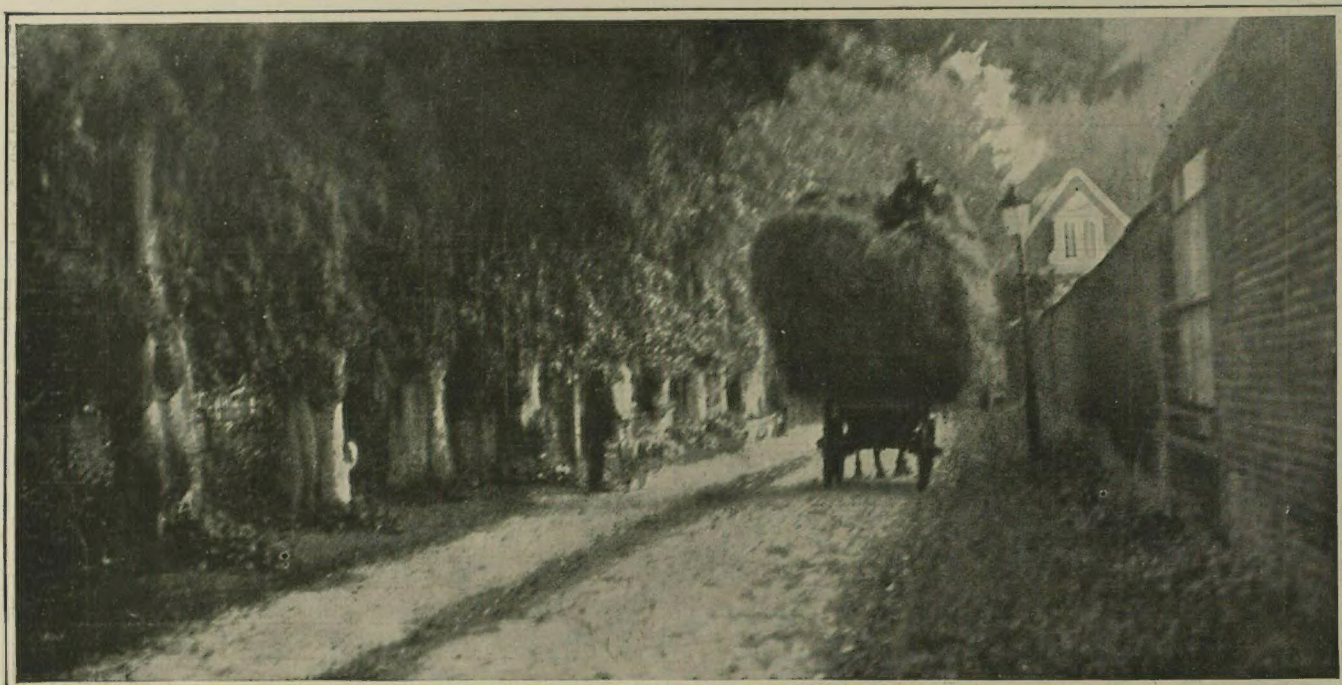
Mr. Harry de Windt, who also saw the Kaiser at Amerongen recently (in his case, by looking over a part of a wall that had crumbled away), wrote that the once-powerful War-Lord spends his mornings sawing timber, and that, with his white beard and rounded shoulders, he has aged in appearance almost incredibly.

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## THE EX-KAISER PHOTOGRAPHED IN EXILE: HOW IT WAS DONE.

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PHOTOGRAPHING THE EX-KAISER IN THE GROUNDS OF HIS CASTLE AT AMERONGEN: THE DUTCH PHOTOGRAPHER, DISGUISED AS A FARMER, SEATED ON THE TOP OF A HAY-CART AND PHOTOGRAPHING OVER THE CASTLE WALL.



THE MAN WHO PHOTOGRAPHED THE EX-KAISER IN EXILE IN AMERONGEN CASTLE: THE DUTCH PRESS PHOTOGRAPHER IN FARMER'S KIT, ON A HAY-CART.

The remarkable photographs of the ex-Kaiser and ex-Kaiserin reproduced here and on our front page were taken, as we have already noted, by a Dutch photographer who, disguised as a farmer, took the snapshots from the vantage point of a high load of hay on a moving hay-cart. The Kaiser, it will be seen, has grown a white beard. Describing a

glimpse he had of the ex-Kaiser at Amerongen recently, Mr. Harry de Windt, writing in the "Sunday Times," said: "The ex-Kaiser has now little to complain of as regards his natural surroundings, for Amerongen lies in the midst of wild and lovely scenery . . . Amerongen Castle lies in a hollow, and is approached by a wooden drawbridge, laid across

*[Continued opposite.]*



## THE EX-KAISER IN EXILE: A REMARKABLE UNTOUCHED SNAPSHOT.

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WITH THE EX-KAISERIN, AND HIS ADJUTANT: THE EX-KAISER IN THE GROUNDS OF AMERONGEN CASTLE.

*Continued.*

a moat, which, enclosing a pleasing vista of broad gravel-walks, smooth green lawns, and carefully tended flower and fruit gardens, completely surrounds the house. The latter is not far from the main road. . . . I was able to distinguish two figures, ankle-deep in saw-dust and wielding a two-handed saw—one apparently that of a working man, the

other easily recognisable, even at a considerable distance, although I had last beheld it in Berlin eleven years ago. Wilhelm has incredibly aged in appearance. . . . When returning homewards, I caught sight of the ex-Kaiserin, dressed in mourning, and walking alone in the village street. She now no longer lives in retirement."





By G. K. CHESTERTON.

I SEE that Mr. John M. Robertson has written a book about the problem of "Hamlet," round which the critics still revolve with all the irresolution of which they accuse the hero. I have not read Mr. Robertson's book, and am thus inhibited by a fine fantastic scruple from reviewing it. But I gather from one of the shrewdest and sanest of critics, Mr. J. C. Squire, that it explains

in the part of Shakespeare that is certainly not Shakespeare. I mean I should plead for the merit of Shakespeare's plots; all the more because they were somebody else's plots. In short, I should say a word for the poet's taste; if only his taste in theft. It is the fashion to abase Shakespeare as a critic, if only to exalt him the more as a creator. It is the fashion to say that he built on a foundation

of mere rubbish; and that this lifts to a greater glory the cloud-capped pinnacles he reared upon it. I am not sure that it is such pure praise for a practical architect to say that he was totally indifferent to the basement and cellars and interested exclusively in the roof and chimney-pots. But, anyhow, I am sure that Shakespeare did not forget the foundation; or despise the basement or the cellars.

Shakespeare enjoyed the old stories. He enjoyed them as tales are intended to be enjoyed. He liked reading them, as a man of imagination and intelligence to-day likes reading a good adventure story, or still more a good detective story. This is the one possibility that the Shakespearean critics never seem to entertain. Probably they are not simple enough, and therefore not imaginative

the falsity of pedantic logic by a *reductio ad absurdum*.

While we have had masses of learned work about the Shakespearean origins, we have had very little about the Shakespearean origin. I mean we have had very little on the main matter of his human and natural inheritance of the whole civilisation of Christendom from which he came. It is a commonplace that Shakespeare was a result of the Renaissance; but the Renaissance itself was a result of the Middle Ages; nor was it by any means merely a revolt against the Middle Ages. There are a thousand things in which Shakespeare would be much better understood by Dante than he was by Goethe. I will take one example, all the stronger for being always taken the other way. English patriotism is one of the more manly realities of the modern world; and Shakespeare was a passionate patriot. But in that very passage in praise of England, which is hackneyed without ceasing to be holy, about half is a mediæval memory of the sort called a mediæval superstition. It is not about the spacious days of Elizabeth, but the cloistered days of Peter the Hermit. It is not about the Armada, but about the Crusades—

As is the sepulchre in stubborn Jewry  
Of the world's ransom, blessed Mary's Son.

That note was neglected and nearly lost in the whole modern world; and scarcely any modern critic would have cared to notice it. Only the prodigious events of yesterday have brought us back, half-bewildered, into the footsteps of our fathers; and the vision of John of Gaunt was fulfilled in the hour when a great English soldier entered Jerusalem on foot.



"MENTIONED IN DESPATCHES": THE NEW FORM OF CERTIFICATE ISSUED BY THE WAR OFFICE TO ALL OFFICERS, N.C.O.'S, AND MEN THUS HONOURED.

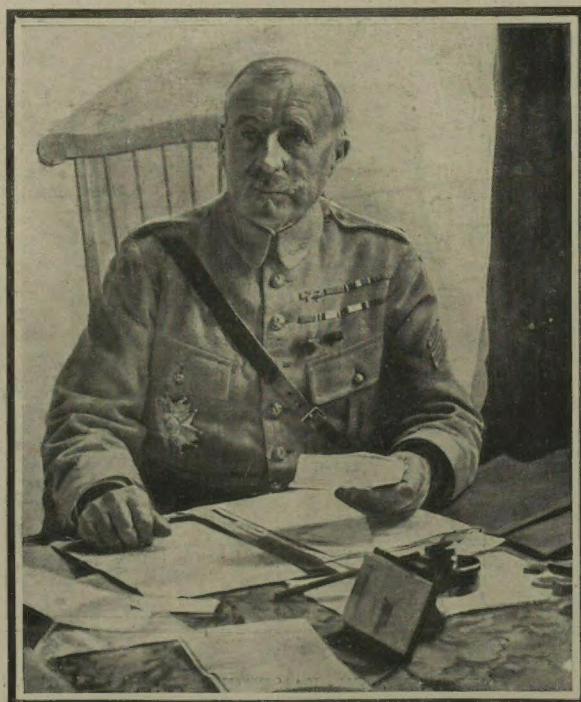
As announced by Mr. Churchill in the House of Commons, this form of certificate is now issued to all officers, N.C.O.'s, and men mentioned in despatches for services in the Field during the war. The size of the certificate (here reduced) is 8½ in. long by 7½ in. deep.

the inconsistencies of the play as mainly the rugged remains of the old romances or chronicles. It may be suggested that in truth a hero is made human when he is made inconsistent. This is true; but the explanation is at least a great improvement on the insane seriousness of the German psychologists. They talked of Hamlet not merely as a human character, but as a historical character. They talked as if he had secrets, not only hidden from Shakespeare's readers, but hidden from Shakespeare. This is madness; it is merely staring at a portrait till you think it is alive. It is as if they undertook to tell me the real truth about the private life of Oberon.

Moreover, the case of Hamlet does happen to be one in which Mr. Robertson's theory seems relatively right. I should deny any inconsistency in a dreamer doing sudden things like stabbing Polonius; they are just the sort of things a dreamer would do. But it is true that some things out of the old story seem harsh and irrelevant; and it is truer still that the old story contains less than usual of the soul of the new story. I say "less than usual"; for I should like to point out that the general rule is rather the other way. Mr. Robertson's thesis may be true of "Hamlet"; but it is not so true of Shakespeare.

Of course, much can be said by this time both for and against the national poet. But if it be hopeless to denounce Shakespeare, it may appear almost as impertinent to defend him. And yet there is one point on which he has never been defended. And it is one on which I think he should not only be defended, but admired. If I were a Shakespearean student, or any kind of student (the improbability of which prospect words wholly fail me to express), I should specialise

enough, to know what that enjoyment is. They cannot read an adventure story, or indeed any story. For instance, nearly all the critics apologise, in a prim and priggish manner, for the tale on which turns the Trial Scene in "The Merchant of Venice." They explain that poor Shakespeare had taken a barbarous old story, and had to make the best of it. As a matter of fact, he had taken an uncommonly good story; one of the best that he could possibly have had to make the best of. It is a clear, pointed, and practical parable against usury; and if a large number of modern people do not appreciate it, it is because a large number of modern people are taught to appreciate and even admire usury. The idea of a man forfeiting part of his body (it might have been an arm or leg) is a highly philosophical satire on unlimited recovery of ruinous debts. The idea is embodied in all those, truly Christian laws about wainage and livelihood which were the glory of the Middle Ages. The story is excellent simply as an anecdote working up to a climax and ending in an unexpected retort. And the end is a truth and not merely a trick. You do prove



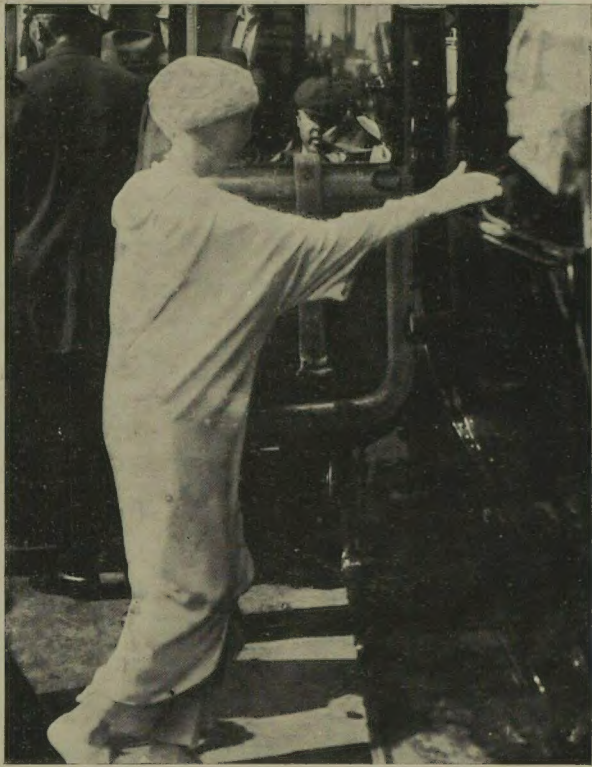
THE DISCLOSURES REGARDING THE 1917 CAMPAIGNS: GENERAL NIVELLE, THEN FRENCH COMMANDER-IN-CHIEF.

Some extracts from a forthcoming book by Commandant de Civrieux, a well-known French military writer, were published recently in the "Eclair," and contained disclosures regarding the campaigns of the early part of 1917, when General Nivelle was Commander-in-Chief of the French Armies. It was alleged that friction occurred between him and Field-Marshal Haig. In May, 1917, General Nivelle resigned.



## THE FIRST REIGNING SOVEREIGN TO VISIT AMERICA: KING ALBERT.

PHOTOGRAPHS BY C.N.



QUEEN ELIZABETH OF THE BELGIANS IN NEW YORK: ENTERING HER CAR.



ON HER WAY TO THE CITY HALL, NEW YORK: THE QUEEN OF THE BELGIANS.



A REIGNING SOVEREIGN IN NEW YORK: KING ALBERT; WITH MR. RODMAN WANAMAKER.



THE BELGIAN HEIR-APPARENT IN NEW YORK: PRINCE LEOPOLD, DUKE OF BRABANT.

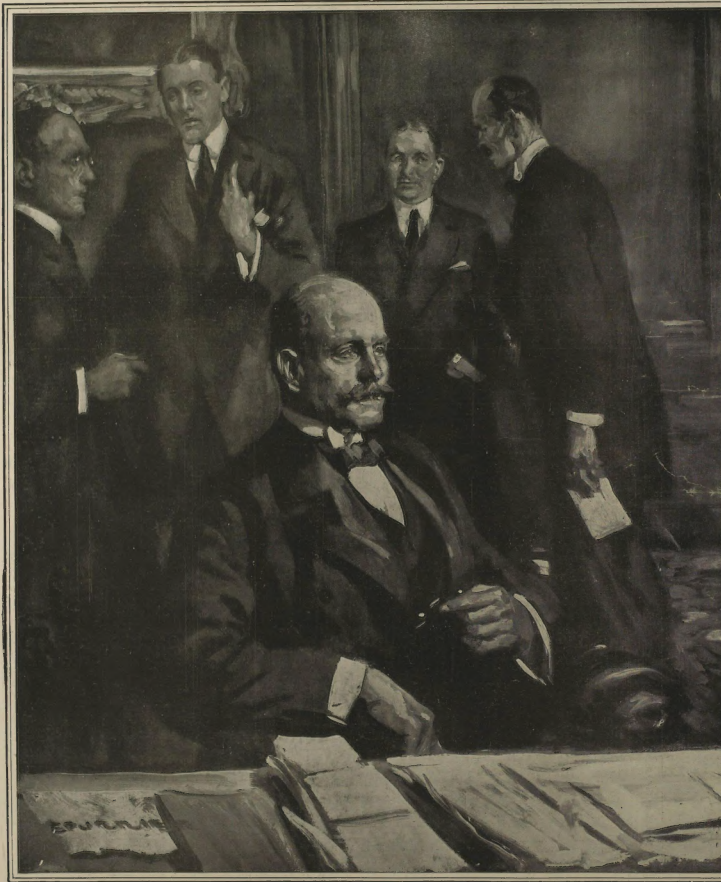
Owing to the illness of President Wilson, the arrangements for the visit of the King and Queen of the Belgians to the United States had to be modified. None the less, the royal guests received a very hearty welcome. A Reuter message of October 4 from New York said that, on account of the President's illness, King Albert had cancelled all his engage-

ments for his tour in the States. After visiting Boston and Buffalo, his Majesty arranged to go to California and remain there till October 14, after which date his programme was uncertain. On October 3 he flew over New York in a seaplane, thus using once again a means of travel with which he is very familiar.



# PREPARING A SETTLEMENT OF THE IRISH QUESTION: THE

DRAWN BY OUR SPECIAL

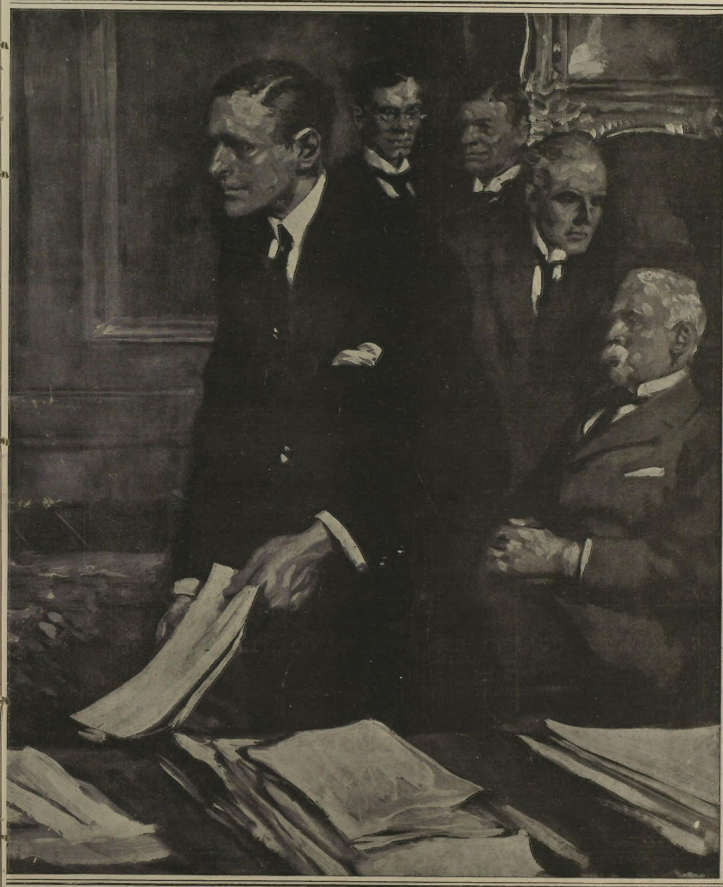


THE GOVERNMENT'S NEW PLAN FOR IRELAND: THE COMMITTEE OF TEN

A fresh attempt is being made to solve the Irish problem, which has so long cried out for settlement. A Cabinet Committee of ten Ministers was recently appointed to draft a new Bill for the Government of Ireland, to replace the Home Rule Act, which has been found unworkable. It was expected that the Committee would hold its first meeting on October 14. The ten members are shown in our drawing. Seated in the left in front is the chairman, Mr. Walter Long, now First Lord of the Admiralty, and Chief Secretary for Ireland in 1905. Standing facing

# CABINET COMMITTEE APPOINTED TO DRAFT A NEW BILL.

ARTIST, STEVEN SPURRIER, R.O.I.

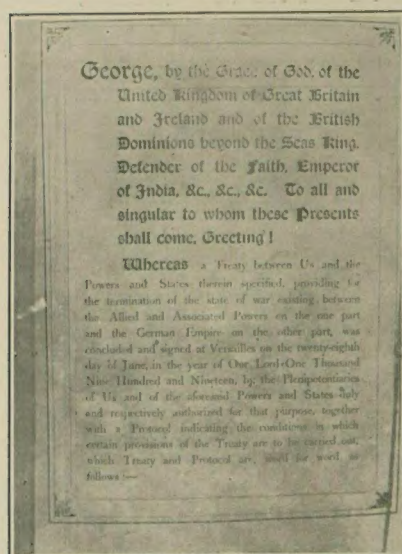


FORMED TO PREPARE A MEASURE IN PLACE OF THE HOME RULE ACT.

him in front is the present Chief Secretary, Mr. Ian Macpherson; and sitting on the extreme right is Lord French, Lord Lieutenant of Ireland. The other figures at the back, from left to right, are: Sir Auckland Geddes (Board of Trade); the Lord Chancellor; Sir Robert Horne (Labour); Sir L. Worthington-Evans (Pensions); Mr. F. G. Kellaway (Deputy Minister of Munitions); Mr. Edward Shortt (Home Secretary), Chief Secretary for Ireland, 1908-19; and Mr. H. A. L. Fisher (President of the Board of Education).—(Drawing Copyrighted in the United States and Canada.)



## The Ratification of the Peace Treaty: The Document Signed by the King.



THE TREATY SIGNED BY THE KING:  
THE OPENING PAGE.

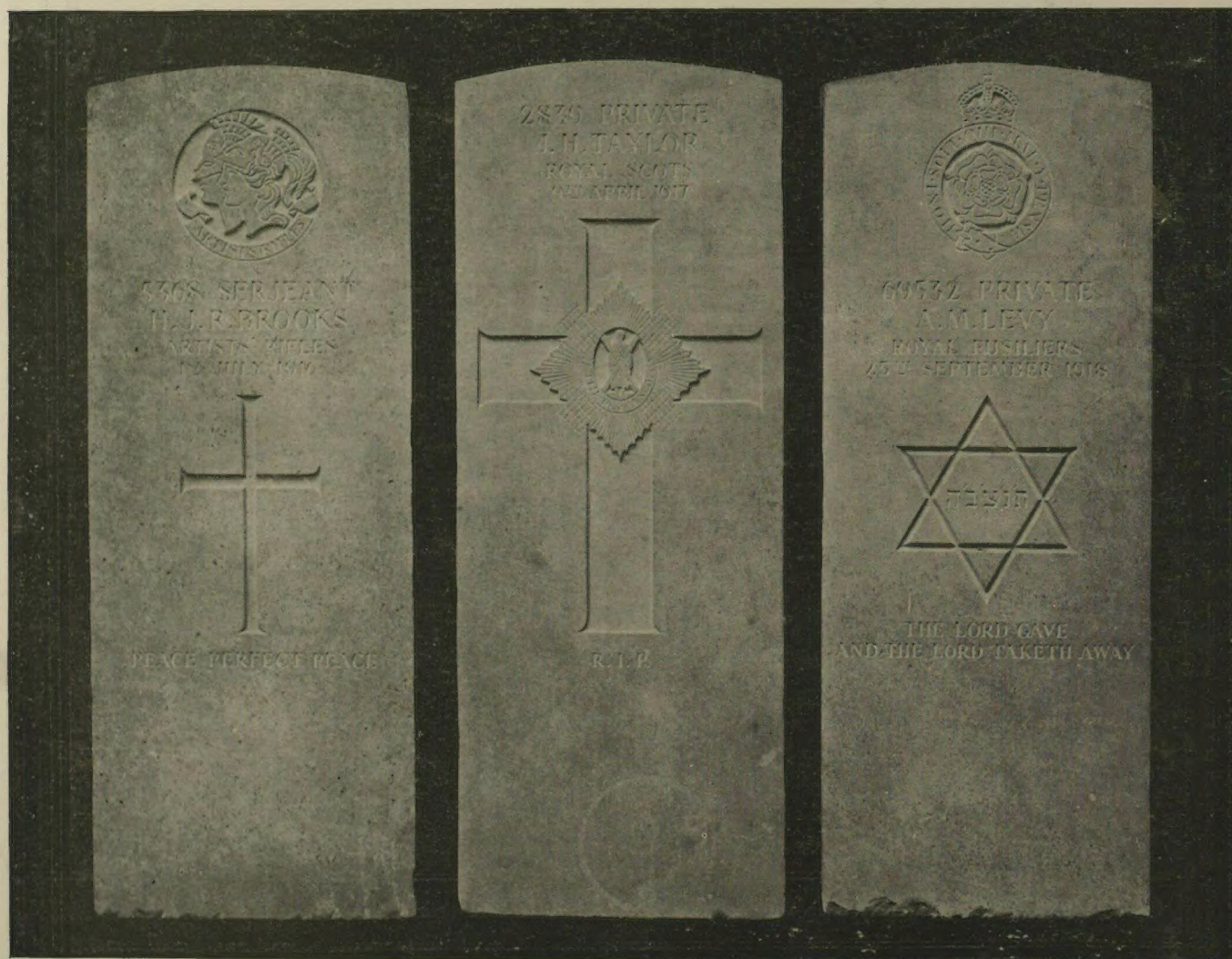
AFFIXED TO THE TREATY, BENEATH THE KING'S  
SIGNATURE: THE GREAT SEAL.

BEARING THE KING'S SIGNATURE: THE LAST  
PAGE OF THE TREATY.

The Treaty of Peace with Germany, signed at Versailles on June 28 last, has now been ratified by the King. We reproduce here the first and last pages of the document, the

latter bearing his Majesty's signature, with the Great Seal appended to it. The date is October 8, 1919.—[PHOTOGRAPHS BY C.N.]

## The Graves of our Soldiers: Types of Tombstones Sent to the Royal Academy.



EACH BEARING THE SYMBOL OF THE DEAD MAN'S RELIGION, WITH HIS REGIMENTAL BADGE, AND AN INSCRIPTION CHOSEN BY RELATIVES:

(FROM LEFT TO RIGHT) TOMBSTONES OF AN ENGLISH, A SCOTTISH, AND A JEWISH SOLDIER.

Permanent memorials are being prepared to mark the graves of those fallen in the war. The tombstones are of Portland stone, 3 ft. 3 in. in height. Each bears the symbol of the dead man's religion, with his name, rank, and regimental badge, and an inscription chosen by his relatives: this latter a very proper concession to public feeling.

PHOTOGRAPHS BY TOPICAL.



## HIS LAST "DRIVE": A GERMAN MARSHAL IN CAPTIVITY.



ARRIVING AT SALONIKA, ESCORTED BY FRENCH INFANTRY OFFICERS AND POLICE: MARSHAL MACKENSEN.

Marshal Mackensen, who was in command of the German forces in Roumania at the time of the Armistice, was, it will be remembered, captured at the Château de Foth, near Budapest, just as he was preparing to return to Berlin. He is still a prisoner in Allied hands, and when our photograph was taken was on his way to France. He reached Salonika on September 10, coming from Futach, Hungary, his last place of captivity, via

Belgrade. He was accompanied by two generals and seven officers, with 28 soldiers, secretaries, and orderlies. The Marshal was conveyed by car from the station to the "Villa des Aviateurs," which was allotted to him as a residence. Marshal Mackensen was one of the best-known German generals during the war, and his "drive" into Roumania was one of the military achievements of the Boche.



# THE GERMAN ATTACK ON RIGA: TYPES OF TROOPS ENGAGED THERE; AND AIR VIEWS OF THE CITY.

PHOTOGRAPHS BY TOPICAL AND WAGNER.



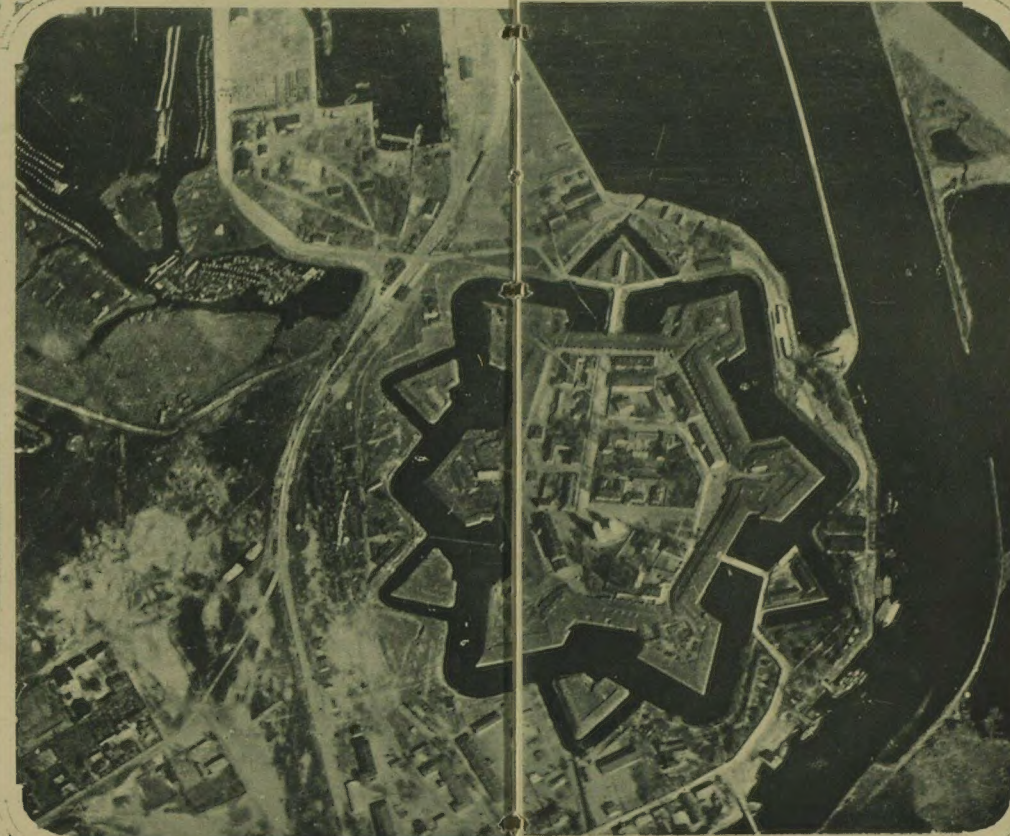
IN A POSITION ON THE OUTSKIRTS OF RIGA: A DETACHMENT OF GERMAN TROOPS.



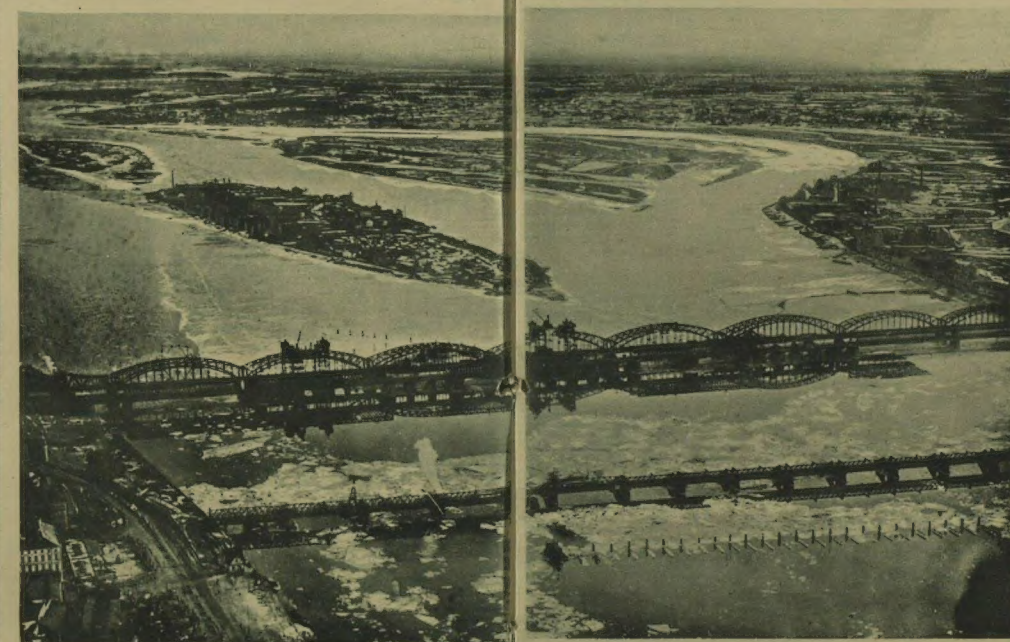
ORIGINALLY HELPING TO FIGHT THE BOLSHEVISTS: THE STAFF OF THE GERMAN BRIGADE AT SHAVLI.



SHOWING THE SAME GROUP AS IN THE TOP PHOTOGRAPH: A GERMAN ARMOURD TRAIN ATTACKING THE BOLSHEVISTS.



THE FORTRESS OF DUNAMUNDE, EIGHT MILES N.W. OF RIGA: A PHOTOGRAPH FROM AN AEROPLANE.



SHOWING THE RAILWAY BRIDGE, AND A FOOT-BRIDGE AT RIGA, PHOTOGRAPHED



ON THE GERMAN FRONT AGAINST THE BOLSHEVISTS: A GERMAN FIELD-GUN NEAR RIGA.



TYPES OF MEN AGAINST WHOM GERMANS HAVE LATELY BEEN FIGHTING: LETTISH TROOPS BEFORE THEIR BARRACKS AT SHAVLI.



ON THE ECKAU BRIDGE BEFORE RIGA: A GERMAN MACHINE-GUN AT AN ADVANCED POST.

It was reported on October 13 that the German troops enrolled in the "West Russian" Army had advanced to the suburbs of Riga, which face the city across the Dvina, and had occupied the bridges. At that time they had not crossed the river, but had bombarded the city, while the Lettish Government had left Riga and established itself at a neighbouring town. The Germans and Russians associated with them were commanded by Colonel Bermond. On October 10 they captured the suburbs of Riga, but a rearguard of 2000 men under Colonel Berkais, which remained behind to defend the city, offered a stubborn resistance, holding the right bank of the river, and destroying the bridges. On the 11th the Allies sent a stern Note to Berlin announcing various coercive measures, including the stoppage of food supplies and a blockade of German Baltic ports, until the German troops should be withdrawn. Later it was reported that General

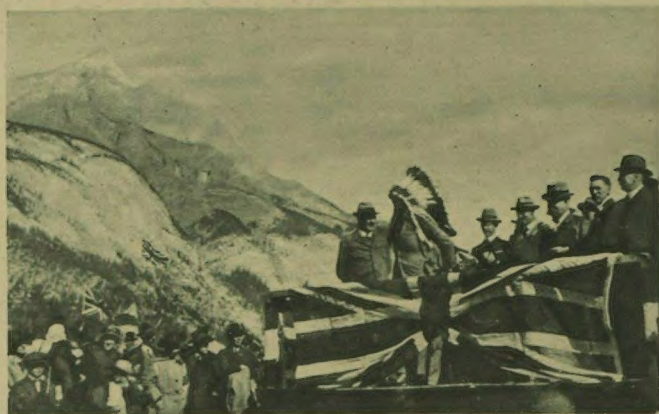
von der Goltz had given his word that the troops under him should obey the order to evacuate the Baltic States; also that British squadrons from Reval and Riga had arrived off Libau, where 50,000 Livonian troops were being landed on Colonel Bermond's flank. The Russian General Yudenitch recently denounced Colonel Bermond as a traitor, and ordered all Russians to leave his service. It has been stated that the German aim in attacking Riga is to create a German colony in the Baltic States. The German defence is that at the beginning of the Bolshevik rising the provinces of Esthonia, Livonia, Courland, and Lithuania asked the German Government to aid them against the Bolsheviks, and later the Allies actually ordered it to do so. In return for their success against the Bolsheviks, it is urged, the Baltic Provinces promised the German soldiers to give them land, but failed to fulfil the promise, and the German troops were reluctant to withdraw.



## The Election of "Morning Star": The Prince of Wales as an Indian Chief.



ANNOUNCING THE PRINCE'S ELECTION AS A TRIBAL CHIEF: "YOUNG THUNDER" READING AN ADDRESS.



IN HIS FEATHERED HEAD-DRESS: THE PRINCE REPLYING ON HIS ELECTION AS CHIEF OF THE STONY CREES OF ALBERTA.



THE PRINCE OF WALES AT A CANADIAN CATTLE RANCH: H.R.H. (ON THE LEFT) HELPING TO SELECT CALVES FOR BRANDING.

During his visit to Alberta the Prince of Wales attended an Indian "Pow-Wow," and was elected Chief of all the Stony Crees of Alberta, under the title of "Morning Star." A chief named "Young Thunder" read an address announcing the election, and the

Prince was presented with buckskin garments, beads and feathers. He donned the feathered head-dress, amid great enthusiasm, and made a sympathetic reply. Our front page shows him in the full costume.—[PHOTOGRAPHS BY OLIVER, CALGARY; AND C.N.]

## Men Who Led the Railway Strike: The Strike Committee of the N.U.R.



AFTER THE SETTLEMENT OF THE RAILWAY STRIKE: A GROUP OUTSIDE UNITY HOUSE—MR. J. H. THOMAS, M.P., IN THE CENTRE.

Although the Railway Strike has now become only a disagreeable memory, it is interesting to see, in the mass, what manner of men they are who engineered it. This group of the Strike Committee of the National Union of Railwaymen was taken, after the settlement,

outside Unity House in Euston Road. In the centre in front is Mr. J. H. Thomas, M.P., General Secretary of the N.U.R. (National Union of Railwaymen), seated between Mr. C. T. Cramp, President of the N.U.R., and Mr. J. Bromley.—[PHOTOGRAPH BY ELLIOTT AND FRY.]





WITH HORSEMEN RIDING ON TO THE FIELD AND UMPIRES CARRYING BATS: A CRICKET MATCH AT KENFIELD HALL, PETHAM, NEAR CANTERBURY, ABOUT 1760.

By the courtesy of Sir Jeremiah Colman, we reproduce here a very interesting oil-painting (unsigned), which he has just purchased, illustrating the early days of cricket. Kenfield Hall is a fine old house which still remains as it appears here. The details of the game—players, costumes, wickets, and so on—are similar to those in the M.C.C.'s picture by Huysman. Particular points to be noted are the two umpires carrying bats, scorers cutting notches in sticks to record the runs, and a pair of horsemen,

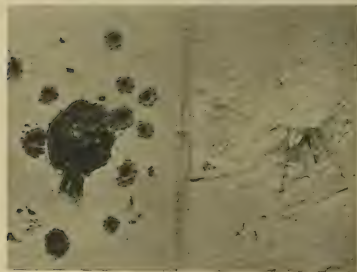
apparently followed by a beggar, casually riding across the field while the match is in progress. The number of flags flown and a large sheet inscribed "Welcome" hung along the right-hand wall, with a refreshment tent conspicuous on the left, indicate a festive occasion. The picture is on view at Messrs. Leggatt's gallery, 62, Cheapside, till October 21, and after that, for a further fortnight, at their gallery at 30, St. James's Street.

FROM THE ORIGINAL PICTURE LATELY ACQUIRED BY SIR JEREMIAH COLMAN, BT. (PRESIDENT OF THE SURREY COUNTY CRICKET CLUB), FROM MESSRS. LEGGATT BROS., OF 62, CHEAPSIDE.

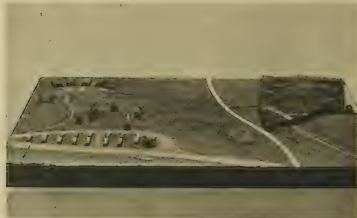


## ARTS CONTRIBUTION TO VICTORY: THE REMARKABLE

FROM THE EXHIBITION OF WORKS BY CAMOUFLAGE ARTISTS, WITH EXAMPLES OF CAMOUFLAGE.



SNOW AND CAMOUFLAGE: (LEFT) ORDINARY CAMOUFLAGE REVEALED BY SNOW: (RIGHT) CONCEALED BY WHITE CALICO.



AN EXAMPLE OF AREA CAMOUFLAGE: A DUMMY TANK, WITH A REAL TANK IN RIGHT-HAND TOP CORNER.



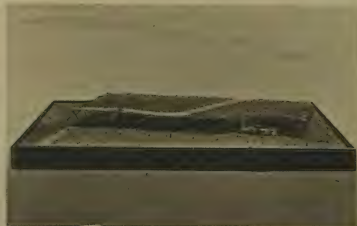
AS SEEN FROM THE AIR: THE SAME EXAMPLE OF AREA CAMOUFLAGE AS IN THE ILLUSTRATION ABOVE.



THE CAMOUFLAGING OF TANKS: A PORTABLE NET IN POSITION OVER A MODEL TANK.



USED TO HIDE TANKS WHEN AT REST: THE PORTABLE NET AS IT WOULD APPEAR FROM THE AIR.



TYPICAL FLAT TOP CAMOUFLAGE: MESH COVERING A BATTERY, WITH ROAD CONTINUED OVER CAMOUFLAGE.

## CAMOUFLAGE EXHIBITION AT THE ROYAL ACADEMY.

AT THE ROYAL ACADEMY OF ARTS. PHOTOGRAPHS BY THE "ILLUSTRATED LONDON NEWS."



CAMOUFLAGE FOR ARTILLERY: A BATTERY HIDDEN BY OVERHEAD CAMOUFLAGE (MAKING USE OF EXISTING HEDGE).



HOW NOT TO DO IT: AN ANTI-AIRCRAFT DETACHMENT "GIVEN AWAY" BY TRACKS AND ORNAMENTAL PATHWAYS.



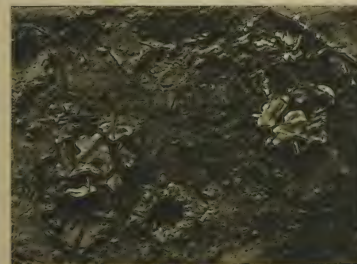
ARTILLERY CAMOUFLAGE AS SEEN FROM THE AIR: AN OVERHEAD VIEW OF THE EXAMPLE SHOWN ABOVE.



FOR HIDING GUNS: AN EXAMPLE OF THE USE OF IRREGULAR-SHAPED PATCH CAMOUFLAGE.



AS SEEN FROM ABOVE: THE SAME EXAMPLE OF FLAT-TOP CAMOUFLAGE AS SHOWN IN THE ILLUSTRATION TO THE LEFT.



AS SEEN FROM AIRCRAFT OVERHEAD: IRREGULAR-SHAPED PATCH CAMOUFLAGE FOR HIDING GUNS (AS IN ILLUSTRATION ABOVE).

The art of camouflage, born of the war, helped not a little to the attainment of victory. Our illustrations are taken from the remarkably interesting Exhibition, at the Royal Academy, of Works by Camouflage Artists, with Examples of Camouflage. In a foreword to the Catalogue, the Commandant of the Camouflage School writes: "The development of aeroplane observation and photography during the war created the need for a new science, that of concealment from the air. Under the title of Camouflage, from a French slang term having much the same meaning as the English word 'faking,' the study of concealment was instituted, first by the French, and later by the British. In the latter Army, from a small beginning in 1916, the

Camouflage Park developed into a large organization employing some 400 officers, 400 N.C.O.s and men, and some thousands of civilian employees. Most of the officers and many of the N.C.O.s and men of this Branch were Artists." Much of the credit for the pioneer work at the front, we may add, is due to Lieut-Colonel J. P. Rhodes, D.S.O., R.E., who is now Treasurer of the Exhibition. The first illustrations (top left-hand corner) shows the effect of snow in revealing ordinary camouflage, and the means taken to deceive it, by further camouflaging with white calico. Snow always revealed positions, through footmarks round them, and consequently far more aerial photographs were taken when snow was on the ground than at other times.



# THE WORLD OF FLIGHT

## ON THE IMPULSE TO FLY COMMERCIALLY.

By C. G. GREY,  
Editor of "The Aeroplane."

**P**RESUMABLY anybody who has taken any interest whatever in aircraft is capable of forming some sort of a mental vision of the way in which aircraft in general and aeroplanes in particular will be used in the somewhat distant future. Without endeavouring to envisage the day in which one will depart from one's housetop in the country by aeroplane and alight on the roof of one's office in London, one can at any rate be fairly sure that in ten or perhaps twenty years, if one wants to go quickly from London to Paris or London to Berlin, or even from London to Dublin or London to Manchester, one will go by a rapid tube to an aerodrome and will fly thence to one's destination. But the difficulty has always been to see the intermediate steps between that stage and the present day.

One has ventured in this paper to indicate that regular commercial flying will develop from "joy-riding," but it was still necessary to endeavour to discover the precise impulse which may be expected to precipitate, so to speak, the change-over from pure joy-riding, on a big scale to pure business flying on a big scale. There is all the difference in the world between the person who in the course of a holiday pays a few guineas either for short trips of ten minutes or so or for one glorious sensation of an air voyage, say, to Paris and back, and the person who, in the desire to get to Paris or to Dublin, accepts it as a matter of course that he or she should go to an aerodrome and travel by air. One believes that one has at last discovered the process by which this compelling impulse will arrive.

During the recent railway strike, as is fairly generally known, quite a large number of people whose business was really urgent travelled by air. If fares by aeroplane had been lower, and if more machines and pilots had been available, a still greater number of people would have travelled by air; but, as it was, a still greater number of people travelled by motor-car. Everything on wheels which possessed an engine capable of running was turned out on to the roads for the conveyance of passengers or goods. The result was that every road within twenty or thirty miles of every big city in the kingdom became one seething mass of mechanical transport, and it was the task of driving day after day through these masses of motor vehicles on the roads which suggested the way in which aerial transport will ultimately come into its own.

First of all, let it be remembered that the vehicles which were on the road during the railway strike represented only a very small proportion of the number of vehicles which will be on the road in the course of the next twelve months. There are still thousands of Army cars and Army lorries to be demobilised. The Slough

Depot alone, one believes, is turning out rebuilt vehicles at a rate of thousands a week. In addition, the motor industry is organising to produce hundreds of thousands of vehicles next year. On top of this there are more hundreds of thousands of vehicles on order from America and from France. Now, if half the number of motor vehicles which are at present either in process of construction or on order actually find their way on to the road within the next year, the result will be that on all our main roads the

than twenty miles an hour. Which means, of course, that nobody would think of travelling by car from London to Southampton, for example; and that the job of driving a car over a long distance will be far too fatiguing for anybody who did not possess the temperament of a 'bus-driver.

The obvious result of such a state of affairs must be that anybody who wants to get from one place to any other place more than thirty or forty miles distant will fly instead of going by car. Possibly it may be thought that such a doctrine as this is hostile to the motor trade. When one comes to look into it, however, one sees that, on the contrary, it is all in favour of the motor trade. It can matter very little to a motor manufacturer whether he is building high-class town carriages to circulate in the thick traffic which will develop in time, or whether he is building fast cars of the sporting type for the younger generation. Of the two, he will probably prefer to build the town carriage; and, if he grieves over the loss of his sporting clientele who previously bought his high-speed sporting cars, it is always open to him to enter the aircraft industry and endeavour to teach the aircraft manufacturer how to produce aeroplanes on a commercial basis.

Already there are signs that the price of aeroplanes is coming down to a figure within the reach of the man who would normally buy a sporting car. One of the greatest of our aero-engine manufacturers has recently organised a scheme by which engines capable of driving a passenger-carrying aeroplane at a speed of fully a hundred miles an hour can be sold to manufacturers at a price which will allow them to produce complete aeroplanes to sell at considerably less than £1000; and the law of supply and demand is bound in time to make it possible to produce aeroplanes somewhere in the region of £500.

Thus one sees that congestion of road traffic and the reduction in price of aero-engines both work together towards the popularising of flying. While this system of popularising is going on, aeroplanes will be daily becoming more efficient and less liable to accident, so that the more they are used the more popular they will become. Every town of any considerable size will have its aerodrome, just as every town has in these days a reasonably large and well-equipped motor garage. When this state of affairs arrives there will be no more difficulty about housing an aeroplane than there is about housing a car. And thus one begins to see the filling-in of the gap between the present-day use of aircraft and the period when flying will be as common a method of long-distance transport as motoring is to-day.



THE PROBLEM OF LANDING AEROPLANES ON BUILDINGS:  
THE HANSON SCHEME.

The picture is given under the following title: "Would this circular track solve the landing problem?—The problem of providing a suitable landing-platform for flying-machines in our large cities has always puzzled engineers. This is Mr. H. T. Hanson's interesting solution. A banked track of open grating (its construction is shown by the detail drawing on the left) is carried on latticed towers against a group of buildings. On such a track the pilot can start and alight dead against the wind, as he always must. At one point of the track he runs off upon an elevator platform flush with the roof of a convenient building. By means of the elevator he descends to the garage below."

Reproduced from "Popular Science Monthly," New York, by courtesy of that paper.

traffic will be as thick as pre-war traffic in the London streets.

The natural result of that will be that the speed of motor-cars on the road will be so reduced that nobody will think of using a car for long-distance communication. Even during the recent strike, and driving quite a slow car, it was never possible on any road outside London to open up that car to its top speed for more than a hundred yards at a stretch; and obviously, if the traffic on the main roads increases to the density of street traffic, the speed of the motor-car on a long journey will be reduced to an average of something less



## TO SOLVE LONDON'S CAR-GARAGING PROBLEM? A SKY-SCRAPER "PARK."

DRAWN BY W. B. ROBINSON, FROM AN ILLUSTRATION IN THE "SCIENTIFIC AMERICAN."

THE "Scientific American" publishes details of Mr. Eugene G. Higgins's plan to overcome the problem of garaging motor-cars in the more densely populated cities, where "parking areas" are growing smaller, while the number of cars is increasing. Such an idea is certainly necessary in such crowded places as London and New York. His plan is to build a garage in the form of a tower. There would be a spiral "driveway" running up on an easy grade, from which, on either side, there would be "stalls" inclined at such an angle as to provide easy access

*[Continued opposite.]*

from the driveway. At the centre of the tower there would be a spiral leading downward, access to which could be had at intervals from the ascending driveway. The illustration shows the proposed tower-garage partly broken away, to reveal the interior arrangement. The entrance to the garage is at the right-hand side, and cars can travel up to any level desired, and at each complete turn, eighteen of which are shown in our picture, the car could pass through a connecting passage-way to the descending driveway at the centre. The exit is on the

*[Continued below.]*

## TO HOLD SEVEN HUNDRED CARS: A GARAGE IN THE FORM OF A TOWER, WITH SPIRAL DRIVEWAYS—FOR CONGESTED CITY AREAS.

*Continued.]*

left-hand side. The ascending driveway has a three-per-cent grade, and the descending driveway, a seven-per-cent grade. There are elevators for passengers. While we may not properly speak of "storeys" in a building with a continuous spiral, nevertheless it will be understood that by this term we mean each complete circle of the spiral. As

designed, the building would accommodate forty cars per storey; seven hundred cars in all. The diameter of the building would be one hundred and sixty feet, and the "stalls" would have an average width of ten feet; while the driveway would be eight feet wide.—[Copyrighted in the United States and Canada]



# WHERE THE HOUSING PROBLEM IS ACUTE: IN THE EAST END.

DRAWN BY A. C. MICHAEL, FROM SKETCHES BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU.



IN A CONGESTED DISTRICT OF THE EAST END: A TYPICAL STREET SCENE IN SHOREDITCH.



WHERE OVERCROWDING IS AT ITS WORST: A STREET CORNER IN SHOREDITCH.



THE "COMMUNAL DINING-ROOM" OF OVERCROWDED AREAS:  
A FRIED-FISH SHOP.

The housing problem may be studied in perhaps its most acute form in certain districts of East London, notably Shoreditch and Whitechapel. In order to give our



WHERE BANNISTERS ARE CONSIDERED AN UNNECESSARY LUXURY:  
THE STAIR IN A WHITECHAPEL HOUSE.

readers a vivid idea of the conditions that prevail there at present, we sent our artist down to make sketches on the spot, and the result is given on this and the succeeding

*[Continued opposite.]*



## WHERE HOUSING CONDITIONS ARE APPALLING: A SHOREDITCH STREET.

DRAWN BY A. C. MICHAEL, FROM A SKETCH BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU.



SWARMING WITH PEOPLE, AND CHILDREN WHOSE ONLY PLAYGROUND IS THE PAVEMENT: A TYPICAL STREET SCENE IN SHOREDITCH.

*Continued.* pages. They reveal a state of overcrowding that can only be described as appalling. The clearing-away of slums and "rookeries," and their replacement by more commodious dwellings, is naturally a gradual process, but that it is an urgent necessity in the East End is self-evident.—[Drawings Copyrighted in the United States and Canada.]



## WHERE THE HOUSING PROBLEM IS MOST PRESSING: "WARRENS OF THE POOR"—A TYPICAL INTERIOR IN SHOREDITCH.

DRAWN BY A. C. MICHAEL, FROM A SKETCH BY OUR SPECIAL ARTIST, BRYAN DE GRINGAU.



TYPICAL OVERCROWDING IN EAST LONDON: THE EATING, SLEEPING, LIVING—AND DYING—ROOM FOR FATHER, MOTHER, SEVEN CHILDREN, MARRIED BROTHER AND HIS WIFE.

That the housing problem is extremely urgent in the East End of London is proved by the drawings, from sketches made on the spot by our special artist, given on this and the preceding pages. The scene shown above is typical of the terrible state of overcrowding in such districts as Shoreditch and Whitechapel. One little room is frequently the complete abode—kitchen, parlour, and bedroom in one—for two families with their children. In this case there are a man and wife—the man seen lying asleep on the bed,

and the woman talking to a neighbour out of window—with their seven children. Besides these there are also a married brother and his wife, who sleep on a palliasse on the floor, while the children occupy corners on blankets, and so on. Most of the meals are taken at a fried-fish shop, but beer and tea are consumed in the room. The furniture in such houses is of the roughest, and naturally cleanliness and order under these conditions are impossible.—[Drawing Copyrighted in the United States and Canada.]



## BOOKS OF THE DAY

By E. B. OSBORN.

I ALSO have had my wander-years, and always at this season of the year, when leaves and other garden refuse are burning in white "smudges" and filling the suburban air with bitter-sweet odours, I live once more the life of the gaunt Western wildernesses. How strange it is that Memory, albeit Mother of the Muses, yet prefers to lead us by the nose; that a smell has more power to conjure up the past than a lyric or a love-letter. Some years ago, on a dreaming, melancholy October morning, I set to work to make a poem in praise of

the desolate passes between 1897 and 1900 into the most remote and inaccessible of the historic placer-camps. The grim humour of these unconquerable pioneers is well illustrated by his story of one William Yanert, who lived in a cabin on the Yukon flats and kept himself by means of a rifle. He suffered, during absence from his cabin, by the depredations of thieves, no longer in fear of a miners' court of summary jurisdiction which treated the stealing of a man's grub or blankets as a capital offence. So Yanert shot a "whisky-jack"—one of the quaint little jays which haunt the habitations of men anywhere and everywhere in Greater Canada, and steal odds and ends of food—and buried him in a full-sized grave, rounded up as if it held a man, and set out a head-board with the inscription: "He robbed my Camp and I Shot Him." Steamboat passengers were shocked at the sight of this menacing grave, not knowing it was all a grim joke.

Those who shiver at Dr. Stuck's bleak reminiscences, should warm themselves by reading "UNEXPLORED NEW GUINEA" (Seeley, Service and Co.; 5s. net), by Wilfred N. Beaver, who had a genius for ethnological research and spent many years in opening up the most mysterious of islands to travellers and traders, and reading the perplexing palimpsest of the Papuan character. He was the highest living authority on a subject of vital consequence to all who must shoulder the white man's burden in New Guinea, and his death in action in Polygon Wood was a disastrous loss to the British Empire.

By far the best novel I have read this week is "THE YOUNG PHYSICIAN" (W. Collins, Sons and Co.; 7s. net), by Francis Brett Young, whose "Marching on Tanga" and recent books of poems so wondrously light up the green and tangled obscurity of the war in Africa. Edward Ingleby's school-days at St. Luke's, under the Epsom Downs (it is easy to think of the real name of the college which has produced so many notable physicians), are told with a quiet and insistent power, which makes the first few chapters of the novel one of the most vital stories ever written of a child's growth in the microcosm of school life. The second portion of the book, in which the scene is transferred to North Bromwich (Birmingham, I suppose), is the first study I know in fiction of the making of a medical student's character and career.

student) concerning the heart in its intricacy of arteries and veins:

... Arras'd in purple like a house of kings—

and of Lloyd Moore, the surgeon of genius, whose soul ran down into his scalpel and even humanised his virtuosity. Mr. Brett Young gathers strength with every successive book, and if he refuses to standardise himself, we shall soon be able to put his name second only to Mr. Conrad's.

Of poetry and of the lives of poets we hear but little



MISS HOPE MIRRLEES, WHOSE FIRST NOVEL, "MADELEINE: ONE OF LOVE'S JANSENISTS," HAS JUST BEEN PUBLISHED.

Photograph by Brisson.

the trans-continental Dominion whose manifold beauties were inwrought into my very being at an age when most Englishmen have settled down to the routine of some stay-put vocation. I imagined Canada meditating on all her sublunary glories—

See my morning glaciers shine,  
Emeralds in the far sky-line;  
See how on my deathless snows  
Evening rests, a dying rose;  
Where the ever-circling day  
Shines into my haunted Bay  
See the icebergs sweep along  
Like a city in a song.

My forests march from sea to sea,  
Perennial in their pageantry;  
The white leaf'd poplars sue for rains  
The birch a maiden ghost remains,  
The maple flames in a lone hour,  
Even the pine 's a secret tower.

Mine, too, the far-listening plain,  
Wave on wave of golden grain,  
Shining, sighing to no shore,  
All "lives o' men," no less, no more.

All of which was inspired by a whiff of the acrid burning of leaves in a neighbour's garden. Thus a wreath of pungent smoke became rhythmically articulate, because it smelled like prairie watch-fires that had long been cold grey ash blown nowither by winds without meaning.

In "VOYAGES ON THE YUKON AND ITS TRIBUTARIES" (Werner Laurie; 25s. net), by Hudson Stuck, D.D., which is an account of thirty thousand miles of travelling on the rivers of the Far West and the High North, I find many a passage that vividly recalls my own journeys as a *voyageur* on those remote waterways. Thus we fared northward, though not having Dr. Stuck's advantages of steam-power and security of provender, in the majestic flow of waters that ran out over the brink of evening at every sunset. Dr. Stuck seems never to have had the experience of running a stretch of tumultuous rapids in a small boat, which is the very climax of dangerous living! His book not only contains "tooth-shattering" pictures (the epithet is R. L. Stevenson's) of the loathsome Northern wildernesses, but also living portraits of the gold-seekers who crossed



MR. STANLEY WEYMAN, WHOSE NEW NOVEL, "THE GREAT HOUSE," HAS JUST BEEN PUBLISHED.—[Photograph by Elliott and Fry.]

The portraits of Ingleby's fellow-students and teachers are masterpieces—especially those of Robert Moon, the great expert in anatomy, who is a poet in temperament and surprises his pupils by quoting the famous line of Francis Thompson (himself once a medical



MR. RAFAEL SABATINI, WHOSE "HISTORICAL NIGHTS' ENTERTAINMENT" (2ND SERIES) HAS JUST BEEN PUBLISHED.—[Photograph by Hoppé.]

in these unrestful days, when it is clear that it will be harder to win the Peace than it was to win the War. However, "A MUSE AT SEA" (Sidgwick and Jackson; 2s. 6d. net), by E. Hilton Young, whose name is known in finance and politics, is perhaps a sign that the new poetry of action revealed by the war has not yet been exhausted. The author has caught the traditional spirit that speaks in airy syllables from the White Ensign, and all his sea-verse—I wish there were more of it—is marked by simplicity and sincerity and a wise economy of words. A swift impression of life in a turret during a naval battle is altogether admirable—

Pipes knock importunate,  
Like spirits, on the wall.  
The voice-tubes call,  
Impersonal, irate.  
"Load" cries a bodiless voice;  
And sudden from their wells  
Leap monstrous shells;  
A hissing noise,  
A clank, and they are gone,  
Whisked upwards out of sight;  
One left, one right;  
Our part is done.

It is a pity that Lionel Johnson, whom I remember so well as the centre of a little conventicle of young and ardent lovers of literature at New College, when Oxford was still all one great country house, did not live into this creative age. "SOME WINCHESTER LETTERS OF LIONEL JOHNSON" (Allen and Unwin; 7s. 6d. net), show him as lacking in the keen joyousness of companionable youth: much as he loved the ancient buildings and bright, airy environment of his famous school—then as now a nursery of poets—he found there "no actuality of real life . . . merely the scholastic-pious and the athletic-ear-splitting factions." So he sought peace, always in vain, in the mirages of history and forlorn Ireland's—

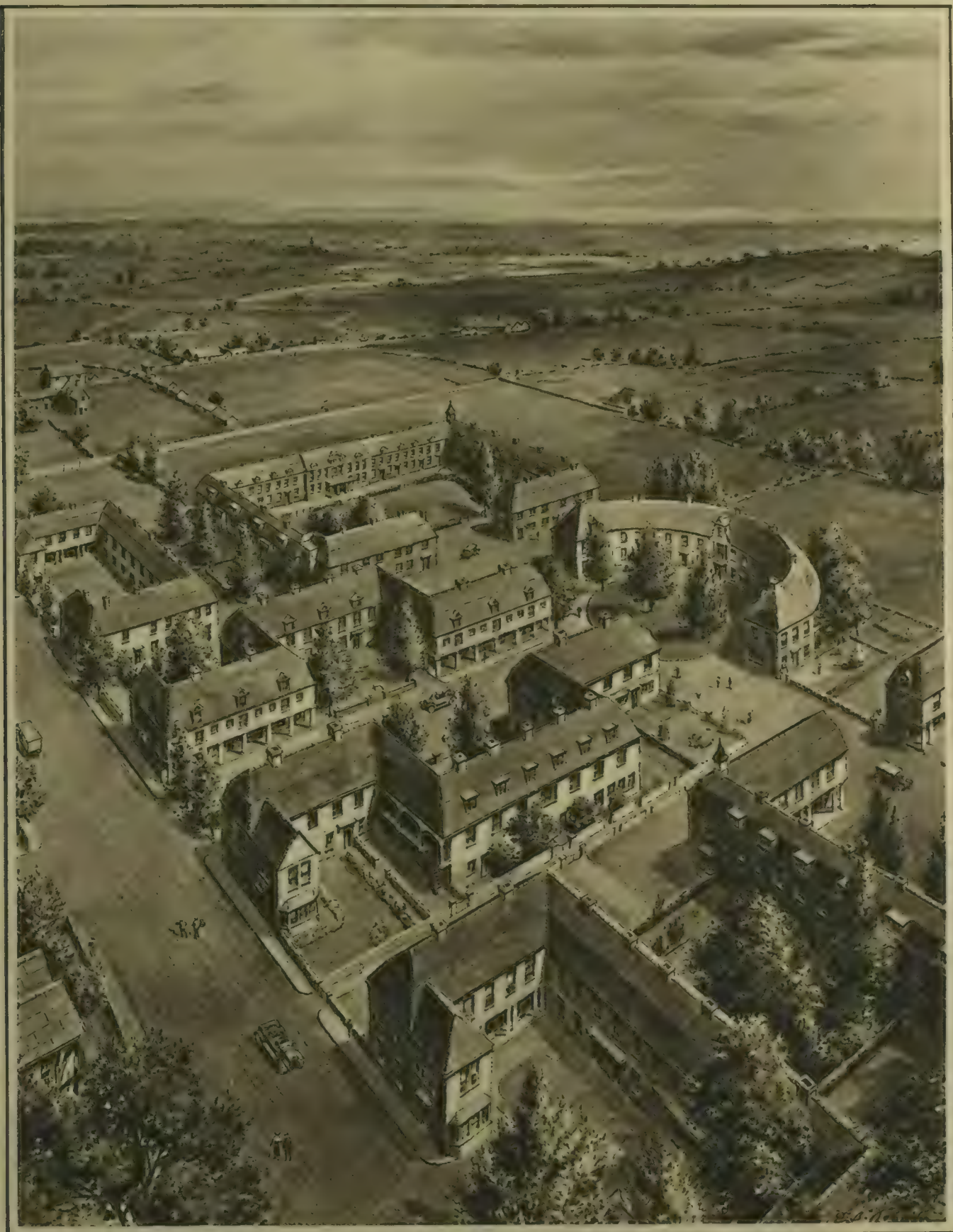
Melancholy remembrances and vespers

and, later on, in the high places of that ghostly Roman Empire, which has been all things to all souls since it began. Had he been born into this age of mankind's crimson ordeal, he would have had the opportunity for the service and self-sacrifice in which such souls as his find the peace that need not be understood.



# IDEAL HOUSING CONDITIONS: AN AIR FACTORY'S GARDEN VILLAGE.

DRAWN BY W. B. ROBINSON, AFTER THE PLANS OF THE GRAHAME-WHITE CO.



## PROVIDING LIGHT, AIR, SPACE, AND MODERN DOMESTIC APPLIANCES: THE GARDEN VILLAGE HOUSING SCHEME FOR WORKERS AT THE LONDON AERODROME, HENDON.

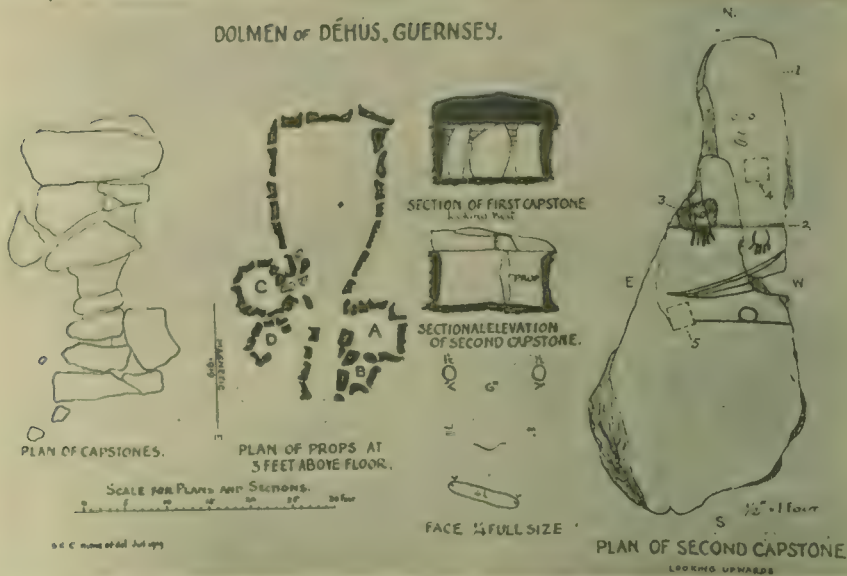
An ideal scheme of housing for factory employees has been initiated by the Grahame-White Company for their workers in the London Aerodrome at Hendon. Some of the buildings are ready for occupation. Our illustration shows a general view of the garden village as it will be when completed. The idea originated in 1917, and the plans were explained by Mr. Claude Graham-White to the King and Queen, who visited the factory, and took a great interest in the subject. It has been the aim of the architect, Mr. Herbert W. Matthews, M.S.A., to meet the call for healthier and more spacious housing, and to avoid the evils of crowded narrow streets. The houses are grouped round a square, with

a drive giving access to all house fronts, and a central roadway dividing the area into two large spaces for recreation. The general effect recalls the squares of the Inns of Court, and the style is that of eighteenth-century domestic architecture. The buildings include married quarters, and cubicles for unmarried workers. Each house will have its own garden, and every room electric light. The interiors are planned on modern lines, with all the latest domestic appliances. Besides the private apartments, there are writing and billiard rooms, and a tea-room for the use of residents and their visitors.—[Copyrighted in the United States and Canada.]



## NEOLITHIC ART: A HUMAN FIGURE FOUND ON A GUERNSEY DOLMEN.

DOLMEN OF DÉHUS, GUERNSEY.



SHOWING (ON THE RIGHT) THE SECOND CAPSTONE, WITH A RUDELY SCULPTURED HUMAN FIGURE ON ITS UNDER SIDE: PLANS OF THE DOLMEN OF DÉHUS (REDUCED SCALE).



PROBABLY OF THE FIRST BRONZE AGE: A STATUE-MENHIR AT CÂTEL, GUERNSEY.



AN EXAMPLE FROM FRANCE: A STATUE-MENHIR AT LES MAURELS, TARN.

WE are indebted for the particulars of this interesting discovery to Lieut.-Col. T. W. M. de Guérin, whose paper on the subject was read by Dr. Fleure at the British Association's meeting. The sketch-plans were made by Major Carey Curtis. In the plan of the second capstone the small numbers indicate: (1) A broken fragment of the capstone; (2) Wire ropes binding the fragment to the remainder of the capstone; (3) Stone pillar in the centre of the chamber; (4) and (5) Wooden posts supporting the capstone. Lieut.-Col. de Guérin writes: "A rudely sculptured human figure was discovered recently on the under surface of the second capstone of the great central chamber of the Dolmen of Déhus, at Paradis, in the Vale Parish, Guernsey. The crescent-shaped symbol was first noticed in 1916, and further examinations of the stone in October of last year, and again this summer, led to the discovery of the other portions of the figure. The dolmen stands on the top of a small hill, nearly completely buried in its mound. It consists of a central chamber with gallery, and four small side chambers surrounded by a circle of large stones, sixty feet in diameter. It is the second largest of the nine dolmens still remaining in Guernsey, and was excavated by Mr. F. C. Lukis, F.S.A., between the years 1842 and 1847. The vases and other objects found in it are in the Lukis Museum, Guernsey. Very similar anthropomorphic figures to that of Déhus are found in France on the late Neolithic dolmens of the valleys of the Seine and Oise, and also of the Department of Le Gard. Those of the dolmens Le Trou aux Anglais, Aubergenville, Oise, and of Collorgues, Gard, resemble it most closely. They are also found sculptured on the walls of the Grottos of Coizard and Courjoennet, in the valley of Le Petit Morin, Marne, as well as on the statue-menhirs of the Departments of Aveyron, Hérault, Tarn, and Bouches du Rhone. Of these latter the statue-menhirs of St. Sernin, Aveyron, and Les Maurels, [Continued below.]



REGARDED AS LATE NEOLITHIC: A STATUE-MENHIR IN GARD, FRANCE.



OF MORE RECENT DATE: A STATUE-MENHIR AT ST. MARTIN'S, GUERNSEY.



WHERE A ROUGHLY SCULPTURED HUMAN FIGURE WAS RECENTLY FOUND ON THE UNDER SIDE OF THE SECOND CAPSTONE: THE DOLMEN OF DÉHUS, GUERNSEY.

[Continued.] Tarn, are typical examples. Two very similar statue-menhirs also exist in Guernsey. That of the Câtél, a very rude representation of a human figure, was found during the restoration of the Church of Ste. Marie du Câtél, in 1878, buried beneath the pavement at the entrance of the chancel, where it had undoubtedly been placed, probably in the sixth century, when the first Christian sanctuary was erected on the site of an old heathen place of worship. M. J. Dechelette and other French archaeologists consider

that the statue-menhirs of South-Eastern France are of the First Bronze Age, and it is probable that the statue at the Câtél, Guernsey, is of the same date. That of St. Martin's is much more recent, as greater skill is shown in the modelling of the features, etc. The divinity symbolised by these rude sculptures is thought by M. Dechelette to have been the old mother-goddess of the Mediterranean people, and he traces its origin, through Spain, back to an Aegean prototype."



## RELIGION AMONG THE RUINS: A BAPTISM IN DEVASTATED FRANCE.



Along the old front in the devastated districts of Northern France many of the village churches are still in ruins. They will be rebuilt eventually, but when and how and from what funds is a problem that remains to be solved. Meantime, the work of the Church is carried on under improvised conditions, as the population returns to the former battlefields, and its ceremonies are performed among the débris left by the war. Here, for example, is seen a baptism taking place at Curlu, in the Somme. The font has been removed from the ruins of the church and set up outside in the long grass. A priest, who wears the Croix de Guerre decorated with several palms, is performing the rite in the open air, and the whole scene suggests a return to the early ages of Christianity, when the hand of the persecutor was heavy on the Church and the marauder was abroad in the land. The occasion is typical of present conditions at numerous places along the former front, where churches were wholly or partially destroyed by shell-fire, vaults upheaved, altars reduced to rubbish, and walls tumbled in a heap of broken masonry. Such surroundings are full of tragic recollections, but amid them all there is a sense of new life. The Church continues its ministrations undeterred by difficulties, and the people are setting about the task of reconstruction with indomitable spirit.



# WHEN THE COLD DRIVES THE BIRDS FROM THE OPEN STEPPES.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY DOUGLAS CARRUTHERS.



SNARING PASSAGE-HAWKS IN TURKESTAN: A BIRD ENTICED INTO A NET-TRAP BY PIGEON-BAIT.

To obtain hawks or falcons for training purposes, it is necessary to take them young, out of the nest—when they are called "Nestling-hawks"; or to catch them live and wild—when they are called "Passage-hawks," for they have to be caught whilst on migration. In Central Asia, the natives snare the birds in winter, when the cold drives the hawks from the open steppes and the high mountains down into the sheltered valleys. In mid-winter, on one of the upper tributaries of the Ili River, in Turkestan, I came across

a native falconer, lying in wait to catch these highly prized birds. He lay half-hidden under a heap of brushwood, a short distance away from his trap, which was a simple contrivance consisting of a fine-meshed net supported by hazel twigs. In the centre of the net was a block of wood on which sat a captive pigeon. A string attached to the wings of the pigeon caused it to flutter whenever it was pulled by the fowler. The hawk would "stoop" at the pigeon and become entangled in the netting.



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## **Illustrated on right:**

*A Carved Mahogany Tub, with Cabriole legs and claw feet, finished a mellow brown shade and bound with brass bands. A charming piece of furniture for plants or flowers.*



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## LADIES' NEWS.

OUR best news was the settlement of the strike. Whatever men may feel, and we know that it affects them more nearly, women have a very real horror of "strikitis," especially when an acute symptom is being shut off from their kin, from news, and—from fashions when at their most interesting! However, it did not last long, and with endless discussions as to who climbed down we are not at all concerned. Time will settle the blame and the praise. The King and Queen are said to have liked their progress by motor-car so well that they may make more journeys in that way in future. We all feel, too, that the strikers were found by no means so powerful as they were told that they would be; and so we now know that we are less in danger than we thought of falling victims completely to epidemics of this extremely upsetting derangement.

Princess Mary remained at Balmoral until the trains ran normally. There was no urgent need for her presence in London, and as she does not care particularly for motor-ing, and the journey was so long, she waited. Prince Albert and Prince Henry are said to have enjoyed their voyage by boat from Aberdeen. Prince George had returned to his naval work before the great "hold-up." The Prince of Wales will soon be welcomed home again from Canada, and will, it is believed, hunt during the winter, probably in Warwickshire. He had no opportunity for enjoying the great national sport further than by a run or two before the war with the West Norfolk Hounds, and any hunts that were got up by enthusiastic sportsmen behind the lines in France. It is no secret that Princess Mary is very anxious to hunt, her ambition having been fired by a pre-war run or two with the West Norfolks. When the Court is at Sandringham she will probably have some further such pleasurable experiences, but is unlikely to become a hunting woman in the usual sense of the phrase; and that is what is said to be her wish. Undoubtedly her Royal Highness is quite a good horsewoman, and promised to go well across country. The season now opened looks well, love for the finest of sports being increased by enforced abstinence during war winters.

The blouse is always with us. We may set our affections on jumpers and on tunics and on many varieties of garments usually to wear over blouses, but scratch the jumper and you will find the blouse. A well-tailored blouse, in good, dainty silk, is a possession which the fastidious woman likes to have multiplied. Robinson and Cleaver are now



A DEMI-SAISON CLOAK.

The navy-blue gabardine used for the making of this cloak is brightened up by bands of rust-coloured and Chinese-blue checks.

selling beauties at The Linen Hall in Regent Street, an establishment with a great fame for good value and better style. They are neat, well and smartly cut, and are the acme of comfort and daintiness, and the prices are astonishingly moderate. Crêpe-de-Chine jumpers are another feature of this establishment, and of them there is a wide selection, each one most attractive.

Despite the perennial popularity of blouse and jumper, for more ceremonial occasions during the late autumn and winter a relationship more or less close between skirt and bodice must be established, if fashion's laws are not to be infringed. Folds of the skirt material are often carried up over the shoulders, the sleeved under-bodice being of a quite different fabric. The skirt, narrow and short at the ankles, is rendered looser over the hips—when perhaps panier drapery is considered too extreme—and the importance of that part of the figure emphasised only by a trimming of braid and buttons, or possibly of brocade as embroidery. This over-dress may be of duvetyn, of Kashmir, or of supple satin, while there is a long and narrow sleeved under-bodice of crêpe-de-Chine of contrasting colour, with a dainty ivory-white batiste chemisette and collar, high to near the ears, and fastened in front with a natty little black velvet bow. This is a dress emphasising, but not at all insistently, the points of the autumn changes: umbrella, shut but not folded, skirt, special attention to slenderness of hips, long narrow sleeves, and neck-wear covering the neck and high towards the ears. The effect of this strictly moderate version of the newest mode is graceful and dignified. The special frock I have in mind is carried out in cloud-grey duvetyn, over cinnamon crêpe-de-Chine.

Autumn hats are lovely, but there is no arbitrary law as to shape, trimmings, or materials in millinery for the coming months. Anything may be used to make a hat or toque. Quite a smart one which was recently much admired and which came from a creator of genius, was made out of a bit of an army blanket. It is not to be recommended to the fireside milliner: such flights of commonplace into the realms of fancy can only be successfully accomplished by the expert. The fact is mentioned only to exemplify the point that into the composition of the *chapeaux* of the hour any bit of material, flower, lace, or fur may enter if properly treated. Flowers and fruit are worn as trimmings, but do not appear to find so much favour as sweeping Paradise and other plumes and embroideries and quaint out-of-the-way ornaments. Between hats so wide of brim that entrance to an ordinary motor-

(Continued overleaf.)

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Continued.

car has to be carefully manoeuvred, and toques so small that they resemble monkish skull caps or flying-helmets, there is a choice of hats and toques of all sizes, every one of which, if it have certain up-to-date characteristics, is quite in the most modern vogue. Models of millinery and gowns and wraps which were held up by the railway



THE LADY MAYORESS-ELECT: LADY COOPER.

Lady Cooper is the wife of Sir Edward Cooper, who was elected Lord Mayor of London on September 30. Before her marriage she was Miss Leonora Crampton.

Photograph by Lafayette.

strike are now arriving in great numbers and delightful variety. Smart women, who were also stranded by the strike, are arriving in numbers and in variety to study and buy them. In fact, the autumn dress season, which was delayed a while, is now going full speed ahead!

It would seem that during the coming winter there will be a revival of games such as ping-pong, billiards, and pool. The dancing craze is dying out. In country houses now, men will not dance night after night after days over the stubble or through the pheasant beats and round the woods. Now that hunting is once again going strong

and that men and women are out with the hounds, dancing will have less attraction than before, and in London the reaction is likely to be marked. After all, the craze for it in many undesired directions that have of late prevailed has been a symptom of the aftermath of war excitement, and degenerated often into rowdiness and riot. The decorous dance was confined to a few private ball-rooms and will always hold its own in them. Ping-pong is a capital game, and one that gives exercise, too. Billiards have suffered some neglect which will be made up for; and other indoor games will develop as the fervour for them grows.

Pretty little evening frocks are in great demand. They may be called tea-gowns, but they are really for wear at the little parties for young people which will be so much a feature of the coming months. They are very fascinating, and Marshall and Snelgrove have seen to it that they shall not be too expensive. A charming one in georgette, short and sufficiently wide to allow of the activity necessary for games or dancing, with a long tunic effect in clover colour, the tunic bordered with silver-tinsel lace and the wide waist-band of similar lace run through with deep, wine-red ribbon, is very fascinating. Other colours are available, and the price is 78s. 6d.; no one could call that extravagant. It is designed to admit of a pretty girl having the changes that her popularity will demand.

In the farther north of Scotland the weather is very variable and the temperature jumps up and down like a veritable Jack-in-the-box. Our report one morning we had intended to devote to deep-sea fishing was, "The 'thermomeayter' is in an awful condection. I wouldna' be advisin' ye to go to sea the day." To sea, therefore, we did not go; but, feeling that time in these regions was short—we recked not then of trainless times—we went for a motor run all among the bigger hills. During our run we saw two herds of red deer, the stags with splendid antlers. Our run home justified the agitation of the "thermomeayter," for it blew and poured, but up here that kind of weather is nothing accounted of. Next day there was snow. The deer knew, and came down from the high corries on Morven, the splendid big peak on the Duke of Portland's Langwell estate after which his second son is called, and its lesser surroundings. The snow was more on the Ross-shire hills to the south. What powdering there was on the Caithness-shire tops soon disappeared; and next day the sun shone out, up went the temperature, and we were basking in an Indian summer.

We notice a wonderful change for the better, since we have been coming up here, somewhere about nine

years, in the teeth of the people and also in the care being given to the children's eyes, so many are wearing glasses. There is something in the diet of the poorer folk which destroys their teeth prematurely. Now they not only get good advice as to the care of them, but art is made to supply the defects of nature. Mothers of middle-class families now also recognise the importance of making their children see to their teeth, and always make them promise to cleanse them at least twice a day. The best way to get the promise kept is to supply them with Colgate's Ribbon Dental Cream. There is something in using it which boys and girls enjoy, and then, as said a sapient youth to his father: "Dad, it's grand stuff; you feel your mouth so fresh and clean, especially after a

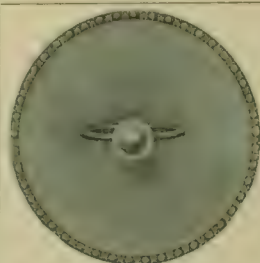


THE LORD MAYOR-TO-BE: SIR EDWARD COOPER.

Sir Edward Cooper, who becomes Lord Mayor of London on November 9, was knighted in 1913. He is a keen musician, and is Chairman of the Committee of the Royal Academy of Music. Sir Edward was Sheriff of London 1912-13.

Photograph by Lafayette.

cig—I mean a chocolate. Now, you smoke; you really should get some." What his governor, a regular Colgatist, answered, deponent sayeth not.—A. E. L.



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## SCIENCE JOTTINGS.

A DISCOVERY WANTED.

ONE of the most curious things about the British public in matters scientific is their refusal to consider any new discovery save on authority. Twenty-three years ago, the late Henri Becquerel showed that the well-



ERECTING A FLAGSTAFF: THE SECOND LARGEST IN THE WORLD BEING RAISED AT KEW GARDENS.

The Victory Flagstaff, here seen being erected in Kew Gardens is 215 ft. high and the second largest in the world. It was made from a giant fir-tree felled in British Columbia in 1914.

Photograph by I.D.

known metal uranium, chiefly used at the time for the manufacture of a particular sort of glass, spontaneously emitted rays capable of traversing nearly all substances, and producing the same photographic effect as rays of light. About the same time, Dr. Gustave Le Bon, an extremely clever psychologist who had not hitherto turned his attention to physics, saw at a glance the true consequences of this discovery, and announced that a new

source of energy had been found capable of transforming the face of the world. The Curies' discovery of radium, the most ray-emitting product of uranium, focussed the attention of the scientific upon the cause of this phenomenon, and a great number of investigators—Sir William Ramsay, Sir Ernest Rutherford, Professor Bragg are among the many names that occur to one in this connection—all set to work upon its effects. Most of the resulting discoveries are ably summed up in Professor Soddy's clever and popular book, "The Interpretation of Radium," first published in 1909, wherein he expresses his belief in the theory, first put forward by Dr. Gustave Le Bon, that radio-activity is the property, not of uranium and its products alone, but of all matter. Within the last few months Sir Oliver Lodge—who, in addition to his great scientific reputation, has acquired the ear of the public on other grounds—dilated on the possibilities opened out by M. Becquerel's discovery. Instantly the unlearned public, hitherto regarding the matter as a scientific amusement merely, gave heed to it, and the daily Press teemed with articles dealing with the new source of energy thus revealed to us. But for the Strike, it seems possible that it might for a time have supplanted even the Great War as the subject of public discussion.

In all this the instinct of the public was, as it often is, perfectly sound. The radio-activity of matter is fraught with consequences to the world so tremendous that they can only be compared, as Professor Soddy has said, to the change brought about by man's discovery of fire. Uranium, instead of being, as all chemical "elements" were supposed to be, unchanged and unchangeable, is perpetually breaking down into other so-called elements, of which the rare gas helium, lately mentioned in this column, is one; and radium, barium, and probably lead, are

others. Thus the transmutation of one metal into another, long looked on as the alchemist's dream, is a process constantly going on before our eyes, and will one day, if our hopes are fulfilled, be within the power of all. But this would be of the smallest importance compared with the other results. In the breaking-down process, so enormous an amount of energy is set free that all other sources of it known to us are negligible. Someone has said that the energy set free by the disintegration of an incredibly small particle of matter would lift the British Fleet to the top of Ben Nevis; but, as this is more picturesque than precise, I will fall back on the statement, first published by Dr. Le Bon, that the disintegration of a single gramme of copper, if it could be brought about, would produce energy sufficient to take a heavily laden goods train four-and-a-quarter times round the whole



ERECTING A MONUMENT: THE STEEL TRELLIS-WORK FOR RAISING THE NURSE CAVELL MEMORIAL IN LONDON.

A structure of steel trellis-work has been erected opposite the National Portrait Gallery for placing in position the memorial to Nurse Cavell, which will be 40 ft. high. The apparatus has not been used before in London, and is an object of much interest and curiosity.—[Photograph by C.N.]

earth. Hence, according to him, such an immense source of energy would be placed at the disposal of man that manual labour would well-nigh be unnecessary, and that

[Continued overleaf.]

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Still going strong.*



CHEF: "Too many cooks spoil the broth."

JOHNNIE WALKER: "Yes, but 'Johnnie Walker' is cooked by time alone."



*Continued.*  
all social questions would at once disappear. No longer would man have to delve in the earth for coal, the so called "precious" metals would be nothing accounted of, and the distinction between rich and poor would vanish; while the majority of mankind would have leisure enough

simultaneously on this problem, who knows that it might not receive speedy solution? That the civilised world may shortly find itself, thanks to the war and the resulting dislocation of industry, producing less food than will satisfy the number of mouths that it has to fill is, unfortunately, true; and the discovery of a new and more abundant source of energy than we have in steam and electricity seems to many the only way out of the situation. May it not, therefore, be that we are really fiddling while Rome is burning, and that, instead of leaving this all-important matter to the unrewarded labours of struggling men of science, the resources of the State should be concentrated upon it in the same fashion as they lately were upon the production of munitions of war? A counsel of perfection, perhaps, but yet one worth serious consideration.

F. L.

#### "WALES: ITS PART IN THE WAR."

THE editors of "Wales: Its Part in the War"

(Hodder and Stoughton: 6s. net) hope that their book will be welcome to all who are interested in the Principality and its splendid record during the five years that passed as in a terrible dream. They need not fear. As Sir E. Vincent Evans has it: "The volume breathes the spirit of proud but unobtrusive patriotism, and is all the better for its purpose that it states the truth without rhetoric or comment. The bones of an epic are here; it will be for the poets of Wales throughout their generations to clothe them with fair imagination." And what opportunity is theirs in dealing with this small nation which is a great people! Messrs. Ivor Nicholson and Trevor Lloyd-Williams provide much material. Beginning with the Prince of Wales in the War, they pass to the Soldiers of Wales, the Industrial Efforts of South Wales and of North Wales, Reconstruc-

tion Activity in Wales, Wales and the Disabled Soldier, Wales and War-Savings, War Charities, Agricultural Wales. The only fault anyone is likely to find with them is that Mr. Lloyd George has but four Mentions! Let it be added that the editors hold out hopes of a more ambitious work: "The Contribution of Wales to British History and Strength: Her Fractional Value Within the British and Imperial Unit." That too should be appreciated.

"War Pictures at the Royal Academy," being the illustrated official record of the war, will be published by authority of the Imperial War Museum early in December, at the popular price of half-a-crown, by Walter Judd, Ltd., publishers of "The Royal Academy Illustrated." It will contain reproductions of pictures painted by leading artists who were specially commissioned by the Government to visit the fighting areas in various parts of the world, including Mr. John S. Sargent, R.A.; Sir William



THE FUNERAL OF GENERAL BOTHA: THE HEARSE AND PROCESSION PASSING THROUGH CHURCH STREET ON THE WAY TO THE CEMETERY AT PRETORIA

Photograph by Brittain, Johannesburg.

to devote themselves seriously to the conquest of nature. There are some gaps in the argument, because the changes brought about by the discovery of fire were probably at first very gradual and unimportant; but the main conclusion is well founded, and Professor Soddy seems to confirm it.


Why, therefore, do we not set about this at once? Simply because the breaking-down of the atom of radium is a natural process taking millions of years to accomplish, and we have not yet found any means of controlling it in the sense of advancing or retarding it by a single second. Until some clue to this is discovered, this source of energy must remain to us like a child's locked money-box—a potential source of wealth indeed, but one entirely beyond his power to use. Yet we have seen in the late war that hardly anything is impossible to the united and concentrated effort of a nation; and if all the brains of the country—or, perhaps, only those best qualified for the task by nature and training—were brought to bear



LAST HONOURS TO GENERAL BOTHA, WHOSE FUNERAL TOOK PLACE AT PRETORIA ON AUGUST 30: THE COFFIN LYING IN STATE.

Photograph by Brittain, Johannesburg.

Orpen, R.A.; Mr. Charles Sims, R.A.; Mr. George Clausen, R.A.; Mr. D. Y. Cameron, A.R.A.; Mr. Glyn Philpot, A.R.A.; Sir John Lavery, A.R.A.; Mr. H. Hughes Stanton, A.R.A.; Mr. Philip Conard, A.R.A.; Mr. Walter Bayes. Mr. Muirhead Bone, Mr. Ambrose McEvoy, Miss Anna Airy, Mr. C. R. W. Nevinson, etc.



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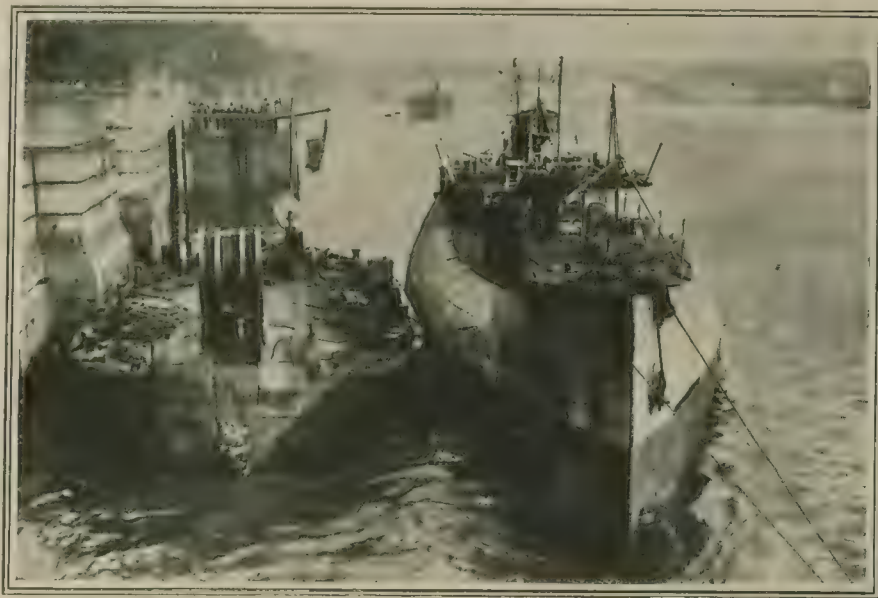
## THE PLAYHOUSES.

## A NEW SHYLOCK. AT THE COURT

HIS choice of a Jewish actor to assume the rôle of Shylock was bound to make Mr. Fagan's revival of "The Merchant of Venice" at the Court uncommonly interesting. Not that the mention of Mr. Maurice Moscovitch's nationality implies that allowances have to be made save in so far as he speaks with a foreign accent. He can stand on his own feet; he has his own bold idea of the character, and it directly challenges the whole tendency of modern idealistic art in this connection. His Shylock neither asks for sympathy nor aims at picturesque ness; he is neither the embodiment of a nation's woes, nor a victim of injustice; the sweeping dignity which Irving gave this Jew, the romantic nobility a Forbes-Robertson suggested, the colour Tree threw upon him—are all swept clean away by Mr. Moscovitch's realism, and with him it is a case of going right back to Shakespeare. Only and somewhat fat, grotesque at almost every point, canting in his references to his faith, chuckling in his malignity, he has a curious grim humour of his own such as was brought out by Elizabethan players. He is repellent, ghoulis, and yet impressive; capering triumphantly as he hears of Antonio's losses, struggling like a wounded animal in the court scene, alive in brain as well as in physique up to the very moment of defeat. On the whole, the nearest equivalent we are likely to see to the poet's own Shylock. It is a pity this fine study is not matched with a Portia more like her whom Shakespeare painted. With all its graciousness, Miss Mary Grey's Portia wholly lacks the girlish abandon, the gaiety of heart, the warm passion of the original. Nor is Mr. Brydson's Antonio in

the right key, but too lugubrious and haughty; while Mr. Worlock's handsome Bassanio misses sometimes the music of his lines. There is an excellent Morocco Mr. Moffat Johnston's; a Jessica, in Miss Cathleen Nesbitt, who gets the glow of romance into her acting; and we have from Mr. Miles Malleon the most satisfying and refreshingly humorous of Young Gobbos within memory.

sham doctor who has been visiting his wife, and masquerades in her name, clothes, and function. The Gaiety adapter has not extracted all the fun he might out of the scene. Not very long hence, it is safe to predict, such a quaint comedian as Mr. G. P. Huntley will be extremely diverting as the impostor who explains his giving away of the wife by the excuse that there was "a lull in the conversation," but at present his part is little more than a sketch which he may be counted upon to elaborate. Fortunately, Mr. Stanley Lupino finds more scope for his mercurial energy and sense of character. Miss Gwendoline Brogden, Miss Evelyn Laye, and Miss Binnie Hale are all attractive, but have too little to do; and some good dancing comes from Miss Irene Magley. A real asset of the piece is Mr. Ivan Caryll's score, bright and fluent music.



ON VIEW IN LONDON: THE FAMOUS GERMAN CARGO-CARRYING SUBMARINE "DEUTSCHLAND."

The German cargo-carrying submarine "Deutschland," with the aid of which the enemy sought to evade our blockade during the war, is now on view in the Thames, thanks to the enterprise of the proprietors of "John Bull," who saved the historic craft from the hands of the shipbreaker. There being no more of her, the Germans thought that she had been sunk at sea.—[Photograph by G.P.U.]

So that, despite some misfits and misreadings, the Court production makes history.

## "THE KISS CALL" AT THE GAIETY.

More could, and doubtless will be made than is at present made at the Gaiety out of the idea which is at the back of its new musical comedy. That idea is of Gallic origin, and involves a situation in which a medical man, pursuing an extra-matrimonial adventure, serves as patient to a

neglected parts of London. From that, in fifty years, it has grown to what it is—a large building containing 130 cots. But this is far from sufficient for the needs of this overcrowded district; and it is hoped that, in this its Jubilee Year, a fund will be raised—the nucleus of which has already been collected—which will enable the Board of Management to extend and more efficiently equip the present building.

# Craven

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### "A TOBACCO TO LIVE FOR."

—Sir J. M. Barrie.

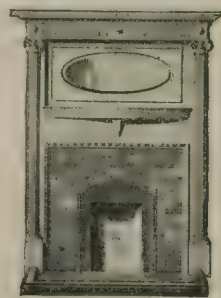


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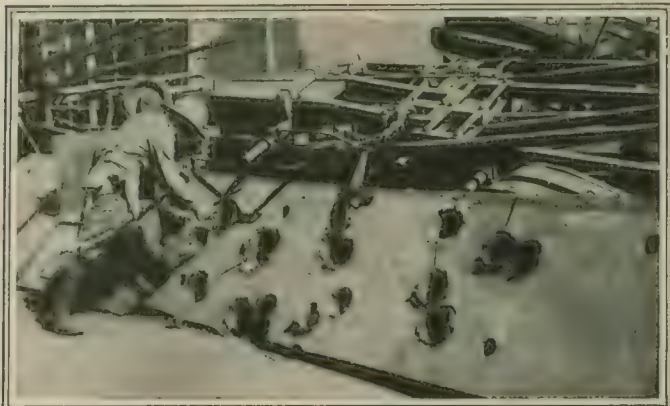
## LITERATURE.

**Life and the War.** The clever, unconventional story, "The Trial Stone," by John Gower (George Allen and Unwin, Ltd.), should find a host of readers. His people are very much alive and unfailingly interesting; boys in a country house, again at Eton, and young men at Oxford, developing later into men of character and ideals, and destined to have strange experiences in Canada, where Felix Neville endures the ordeal of

But the boom in land was over; the "hall of the Money King was about to topple on the dancers," and the horror of existence "froze Felix to the marrow." He tried other ventures, although he deemed most of the projects insane. Then came War, the return of Felix to England, and his appearance in khaki. His subsequent experience was strange, and the adventures and opinions of men and matters which confronted him complete his story, in which it is said that "A million new questions arose every day; he lived in a nightmare of pay-books, rifle-buckets, and half-broken horses." Later came grave

imaginary adventures too far-fetched to be conceivable except as the result of night-mare induced by indigestion. The self-sought adventures of those bold spirits who enter into competition for the solution of the problems, suggest the extravagant exuberance of practical jokers in their wildest moods.

The "problems" of these quaint clubmen often pass the line of the conceivably possible; and, once this boundary is passed, there is, of course, no limit which a teller of humorous stories need feel called upon to impose upon himself in their development.



IN A TURKISH ARSENAL, GALLIPOLI: A BRITISH SOLDIER EXAMINING A SHELL-HOLED ARMoured PLATE, WHICH WAS PART OF THE DEFENCES OF AN ENEMY FORT.

*British Official Photograph.*



IN A TURKISH ARSENAL, GALLIPOLI: SOME OF THE THOUSANDS OF TURKISH RIFLES NOW IN OUR HANDS.

*British Official Photograph.*

association with the president of a trust company, "a fat, burly, boisterous and utterly self-satisfied, self-made, self-centred King of Business." After the first feeling of disgust, "something of the romance and madness of business success gripped Felix," but details, couched in picturesque American slang, were confided to him, with the result that before long he threw up his job. The type of financier with whom he was associated may be gauged by his contempt for England, and his opinion that "St. Paul's Abbey in the City" wanted "a lick of gold paint and some coloured signs and fairy lights. . . . And why not a cinema kept going—religious subjects, of course, Noah and Whatnot or Eliza and the Tishbite."

business in France, in which his experiences were tragic. A pleasant feature of the story is that the charming, old-fashioned gentlefolk in the country are never quite left out of the picture.

#### "The Problem Club."

The author of this little volume of extravagantly erratic humour, Mr. Barry Pain, has not hesitated to over-leap the bounds of the probable, and it is possible that not every reader will appreciate the string of stories—eccentric, bizarre, or frankly incredible—which Mr. Pain has had the whim to offer to the readers of "The Problem Club" (Collins). It is certainly fantastic, but the members of the "Problem Club" are too incredible, and their

We find members of the "Problem Club," therefore, taking part in the most grotesque competitions imaginable. One burden imposed upon, and jovially accepted by the competitors, is no less than this: "It is required to induce a woman who is unaware of your intention to say to you, 'You ought to have been a giraffe.'" In another case the "Threepenny Problem" is to "Offer a half-crown for a threepenny bus fare and to receive the change wholly in threepenny-bits." Other problems have a certain oddity, not without humour, but there is a family likeness of eccentricity which is too marked to permit the reader to enjoy the laugh which would have been recurrent had the variety been greater. The illustrations by Mr. Arthur Garratt are quite good.

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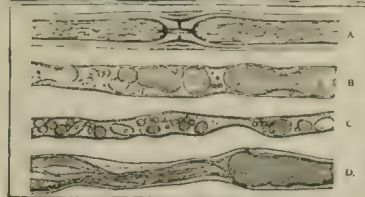
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## A NEW NOVEL.

"Bait." The author of "Yellow English" has wisely forsaken high politics and the machinations of the super-spy, and written a plain unvarnished society shocker, a line better suited to her peculiar ability. The charm of simplicity invests "Bait" (Hutchinson)—simplicity not of plot or design, but of the childlike faith of the suburbs in bad baronets, giddy great ladies, and the sturdy and muscular honesty of the self-made man. The Honourable Dimpsey Durden, who is the aristocratic flapper of Dorota Flatau's imagination, alone must fulfil the warmest expectations of the public for whom "Bait" will possess an irresistible appeal. Dimpsey is naughty, with the naughtiness of the bold young thing in swinging skirts, who gives rakish supper-parties without her mother's knowledge, and is restrained from clopping with the villain (whose significant name is Blazer



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The sword was designed and manufactured by the Goldsmiths and Silversmiths Company,  
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Turleigh) by the bluff-determination of her fiancé. It is not clear to us why Michael Loxley, the hero, disregarded his mother's wishes so persistently in raking up the ashes of her past to discover his unknown father, and adhered to them with an even greater persistence by hiding from her the fact that he had (with perfect honesty) amassed a fortune.

Michael's deep respect for his mother did not extend to honouring her with his confidence, or, telling her the truth when it was possible to practise a silly deception on the poor lady. Nevertheless, he is the hero of this wonderful story, and, as everything the hero does is inspired by the highest motives, we are left to assume that he was both as wise and as honourable as Dorota Flatau evidently believes she has succeeded in making him. "Bait" is just the sort of novel for the readers for whom it is written.

## Waterman's Ideal Fountain Pen

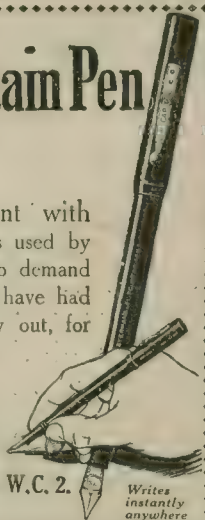
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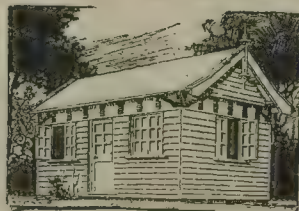
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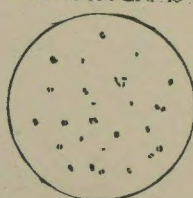
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and the Railway  
Strike.

Now that the railway strike has become a matter of past history and we have time to think over its lessons, a great many people are talking of the wonderful demonstration of utility given by the motor vehicle, and are, to some extent, taking sides. On the one hand, we have some who do not hesitate to say that the day of the railway is past, and that the iron horse is doomed to early extinction at the hands of the more mobile motor transport vehicle. On the other, some point out that road transport during the strike was, as a rule, infinitely more expensive than by rail, and that on the score of cheapness of rates the railway will always hold its own. As usual, the real truth is to be found between the two extremes of opinion. I do not think there is the smallest room for doubt that the primary lesson of the strike was that road transport is a far better and more amenable method of conveyance than the majority had imagined, and that it will receive an enormous corresponding impetus. Nor do I think there is much doubt that in the quite near future it will make considerable inroads on railway traffic, especially short-distance door-to-door traffic. But that it will ever entirely supersede the railways is unthinkable when the respective limitations of the two forms of transport are considered. Over short distances there is no doubt the motor vehicle scores enormously in time and cheapness of handling. Even for distances up to a hundred miles, where the vehicle can secure a load both ways, motor transport is faster and cheaper than rail transit. Over longer distances the railway has the advantage, particularly where heavy goods are concerned. The obvious deduction to be made is that the future of transport will resolve itself into the carriage by road of short-distance passenger and light goods traffic, while the railways will retain the freighting of long-distance and heavy goods and long-distance passenger traffic.

As to the cost of the emergency transport services organised

during the strike, it would be idle to pretend that they were not expensive. Undoubtedly they were, but it must be remembered that they were improvised in a hurry, and, as we learnt full often during the war, improvised

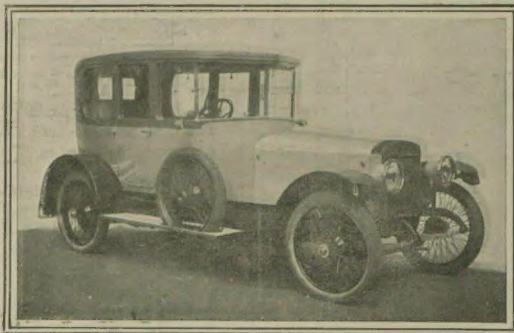
transport cannot compete with the railways on account of greater relative cost, simply because the strike services were costly. The main thing to be regarded is that the motor vehicle proved to be technically and practically competent to conduct all the vital transport services of the country. The question of how to conduct such services on the most economical basis can come later.

Motor Spirit and  
the Profiteering  
Act.

One good thing the strike has done for the motorist is to lead the Board of Trade to declare that motor-spirit is an "article of common use" under the Profiteering Act and to fix maximum prices. In a way, I think it is rather a pity that prices have been fixed, because they are far too high, and if motor spirit, both petrol and benzol, had simply been brought within the Act there would have been an excellent opportunity for the motoring associations to challenge before the tribunals the price at which it is sold. We might then have been able to ascertain exactly where the money goes. Petrol is about a shilling to one-and-threepence per gallon in New York. In London it is a round three shillings, of which sixpence goes in duty. Obviously, the other two shillings are not swallowed up in freight and distribution charges. Then, take the price of benzol. It is sold at 2s. 8d. and 2s. 9d. per gallon and pays no duty. Either the producers can turn out a home-produced fuel at a price to compete with imported petrol or they cannot. If they can—and they assured us some time ago that they are able to do so—then they are profiteering. If they cannot, then let them say so, and we shall know that we have to look to other sources of supply for the home-produced motor-spirit we so urgently need.

Incidentally, it may be noted that the following are the maximum wholesale prices fixed by the Board of Trade: aviation spirit, 3s.; special boiling point, 2s. 11½d.; No. 1, 2s. 8d.; No. 2, 2s. 6d., all in two-gallon cans. For delivery to commercial consumers (not for re-sale) in steel barrels 1d. per gallon less, and for delivery in bulk to commercial

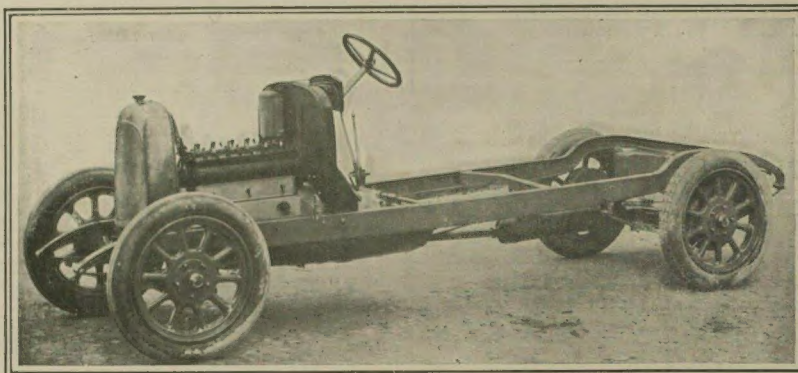
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WITH A COUPÉ BODY EXHIBITED ON THE DAIMLER STAND AT THE PARIS SALON: THE DAIMLER "LIGHT THIRTY" CHASSIS.

services are inevitably costly. If the services were made permanent, with a permanent governing organisation, I have no doubt they would be run for a fraction of their strike cost. It is not fair, therefore, to argue that motor

swallowed up in freight and distribution charges. Then, take the price of benzol. It is sold at 2s. 8d. and 2s. 9d. per gallon and pays no duty. Either the producers can turn out a home-produced fuel at a price to compete



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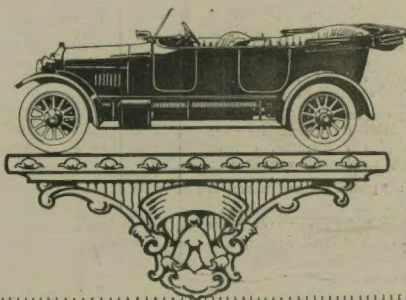


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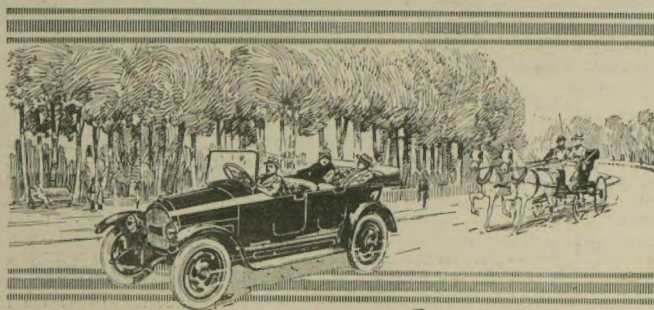
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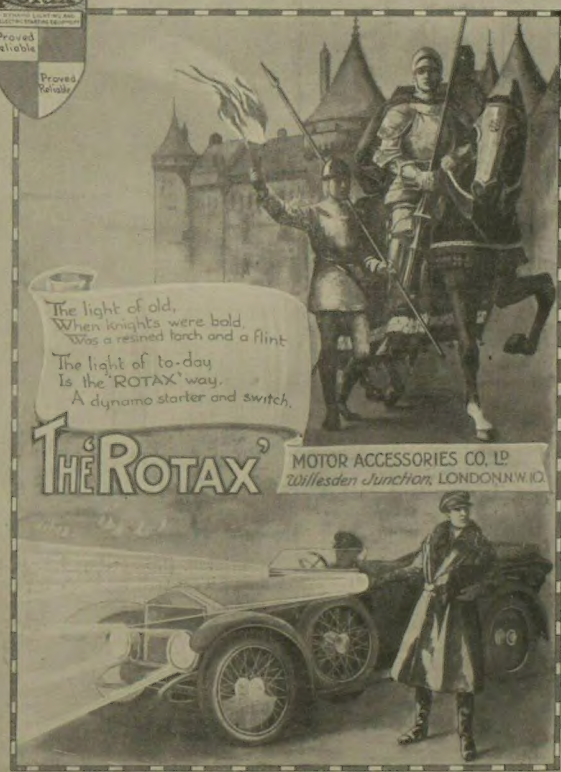
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(Continued)

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#### The Motor and the Strike.

It is simply a platitude to say that without the motor vehicle the country could not have been fed and supplied during the railway strike. It was extremely fortunate that the war had left the country in possession of thousands of motor vehicles of all sorts and descriptions which were able to step into the breach created by the sudden challenge of the railwaymen. It will be remembered that the War Office required the owner of every vehicle suitable for transport to register its capacity and whereabouts, so that it was possible to compile a comprehensive record of all the vehicular transport available. That register and the plans for making use of it in emergency existed, obviously, when the strike was declared, and accounted for the astonishing smoothness with which the whole organisation was run during the period of the stoppage. If the experience of what can be

done by road transport has not opened the eyes of the community to the obvious line of development of the future, then nothing will.

**Items of Interest.** It is announced that the businesses of Brown Bros., Ltd., London, and James Thomson and Son (Motor Factors), Ltd., Edinburgh, have amalgamated. Mr. J. Albert Thomson, Chairman and Managing Director of the Edinburgh company, becomes one of the Managing Directors of Brown Bros., Ltd., while several of the London company's directors will join the Edinburgh Board.

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